

AMERICAN RAILROAD JOURNAL,

AND

IRON MANUFACTURER'S AND MINING GAZETTE.

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PUBLISHED AT 105 CHESTNUT ST. PHILADELPHIA.

Saturday, August 5, 1848.

Reading Car Axle Manufactory.

The attention of Railroad Companies, and Car Builders, is called to the following Advertisement of Messrs. Andrew Taylor & Co.—of Reading, Pa. The reputation of the work of this establishment will, we understand, bear favorable comparison with any other in the country.

TO MACHINISTS & MANUFACTURERS.
The Subscribers have taken the **READING CAR AXLE MANUFACTORY**—and are prepared to execute orders for *Axles of every description*, and *Wrought Iron Shafts for Steamboats, Mills, etc.*, made from superior material, at short notice. Address *Reading, Pa.*

ANDREW TAYLOR & CO.

August 5, 1848—3m.

Ohio Railroads.

Two great chains of railroad are contemplated through Ohio, towards which decided measures have been taken. The first and most forward in its prospects is that leading from Cincinnati, through Columbus, and thence eastward till it touches the Ohio river, at some point where it can connect with a railroad to the seaboard. This road connects with the Cincinnati and Sandusky road, which is already in operation as far as Xenia or Springfield, and passes through Columbus and Newark to the mouth of Licking river. From this point, two routes present themselves, one to Wheeling through Zanesville, and the other in a northeastern direction till it strikes the river at Wellsville. The road for part of the distance, is in the hands of organized companies, who will carry on the work by local means, until they come to the point of divergence.

Postoffice Department and the Railroads.

We are indebted to some kind friend, for a pamphlet copy of the Reply of the Camden and Amboy railroad company to the Postmaster General in 1847.

There was a disagreement between the department and the company in relation to hours of departure—which induced the postmaster general to address a letter to the chairman of the committee on postoffices and post roads. To this letter the company made, sometime in the year 1847, a full and able reply.

The ground assumed, by the postmaster general, in this, as in many other cases—especially in the controversy with the Richmond, Fredericksburg and Potomac company—could not be conceded by the company. We hope never to see the railroads in this country under the control of the postmaster general. He now has quite too much power. The transportation of the mail must always be by contract, unless the companies should actually do, what the department has endeavored to do—oppress the opposite party, which was not the case in this instance, if we may judge from this reply—which says, "The space occupied in the crates and the cars of the companies by the mails, and the mail agents, would readily accommodate forty passengers, which, at \$3 each, would produce \$120 per trip, whilst the pay for the mails is only about \$12. Again: the same accommodation would carry six tons of merchandise, which, at \$8 per ton, would yield \$48; or, if the cheapest freight were carried, say flour and iron, at the usual price of \$2 50 per ton, would yield \$15; so that it will appear that the United States have their mails carried in the fastest lines, at a cheaper rate than is paid for iron and flour in regular transportation lines, which occupy, in the passage from New York to Philadelphia, sixteen hours."

We agree fully with the company, that the department had no just grounds for complaint, under the agreement that then governed the service—a copy of which is set forth in full.

The success of the present mail system of this country depends upon the railroads—and the department should allow them—or if he has not power, recommend to congress to give power to allow—a liberal compensation for rapid and punctual service—instead of paying more money to carry the mail by a circuitous route, than by the shortest, quickest and best route, as he is now doing in Virginia—as will be seen by the report of Mr. Pearce, in the senate, on the 8th of June last, which we shall publish in our next number. We shall, at all times, give our

heartly support to the railroad companies, when they come in collision with the postoffice department, or the government, if we feel that the more powerful attempts to exact from the weaker party, more than they are justly entitled to, as we think is the case with the present postmaster general—as we shall oppose their management when we think it oppressive to the business and travelling community. Railroad companies have rights to be protected, as well as duties to perform; and we labor to protect the former, as we shall to hold them to the performance of the latter, and therefore this company must look to themselves, and do by the people as they would have the postmaster do by them.

Railway Traffic.

"From our official returns," says the Chronicle, "it appears that the amount of traffic for the last week, on 3,892 miles of railway, was 2206,803, thus accounted for: £110,790 for the conveyance of passengers only, £47,296 for the carriage of goods, and a remainder of £48,717 for passengers and goods together, not respectively apportioned; being an increase of £23,124 over the corresponding week of last year, when the mileage was 3,054. The average earnings per mile were £53, while in 1847 they were £60."

Iron Trade.

Glasgow, June 30th.—The market for pig iron has remained steady; there appears a fair demand still for export, and the quotation is 43s. 6d. per ton cash.

Birmingham, July 1st.—The correspondent of the Morning Herald gives a lamentable account of the present-hauling trade. "The depression in the S. Staffordshire district, and, I fear, throughout the whole of our mining counties, has ended in a very serious reduction in the price of iron, to be followed by another fall in the wages of all those engaged in the manufacture of it. The demand during the past few months has been comparatively nominal, and so entirely below the powers of production, that it has been found impossible to maintain the prices and wages of last quarter, and a reduction of 30s. per ton upon the quotations of March last has been decided upon. This resolve was come to at a private preliminary meeting of ironmasters held at Stewpony. The state of the continent, and its effect upon our best markets, was felt to be serious; and in the absence of any reasonable hopes of a favorable turn in foreign commercial matters, it was deemed advisable to submit to such a reduction as

might lead to an increase in our home demand, prevent the furnaces from being blown out, and save a vast number of workmen and their families from pauperism and vagabondage. Notice of a reduction of wages will therefore be given immediately to the mill men, furnace men, miners, forge men and colliers; but how it will be received by them, coming so quickly after their recent long strike and eventual submission to a considerable reduction, remains to be seen."

Canal around the Falls of St. Mary.

The Buffalo Commercial Advertiser says "that another effort is to be made for the construction of this great work, the connecting link in the navigation of the great chain of lakes. Mr. Felch, senator from Michigan, has submitted a report from the committee on public lands, to which had been previously referred a petition of O. B. Dibble, George C. Bates, and other citizens of Detroit, asking for the right of way, and the grant of land to aid in the construction of a ship canal around the falls, and the joint resolutions of the legislature of Michigan in relation to the same. The report recommends the cession of the right of way asked for, and the grant of 500,000 acres of land to aid in the construction of the canal. What action congress will finally take upon this subject remains to be seen."

This subject is of national importance. A great trade is destined to come from lake Superior, and the work should be commenced and completed with the least possible delay.

Railroad Connections.

The Pittsburg Gazette of the 10th, says the Zanesville Courier of the 14th ult., urges upon the friends of the railway routes in Ohio, the propriety of making their eastern termini at that point. Especially is our cotemporary of opinion that the Central Ohio railroad company would obtain, in that direction, an easier, cheaper, shorter and speedier way of access to the great markets of the east. And in this view the Gazette relies upon the early completion of the Pennsylvania Central road, and of the route from that point westward, via Wellsville, etc., in the direction of Massillon. These views are entitled to much weight, and we hope their consideration will not be neglected by those to whom the railway interests of Central Ohio have been committed.

We have no doubt, not a particle, of the practicability of a route from Wellsville, via Steubenville, the Connotten creek, and the Tuscarawas, New Philadelphia and Coshocton, to Zanesville. At all events, the question, if there be one, will soon be solved. The last Steubenville Journal says:

"Steubenville, Mount Vernon and Indiana Railroad.—The examination and survey of the route for this railroad, commenced yesterday at this city—the point of departure, the African church—by an experienced engineer, and suitable assistants. From examinations heretofore made, no doubt is entertained but that the most favorable route for a railroad from the Ohio river to the centre of the State of Ohio, is that which commences at this city, by the valleys of Cross creek, Connotten, etc., to the level or table land near the Ohio canal, from which it is believed that no natural obstacle exists until the line of the Cincinnati and lake Erie railroad shall be reached. Beyond that line, it is not probable that we shall extend our views for the present. The city council of Steubenville has made a liberal appropriation, in aid of these surveys and examinations; which appropriation, to be efficient, must be increased by private subscriptions."

The results of this examination will settle, beyond cavil, the adaptation of the region referred to, for railway construction. If it shows that a road cannot be built, well and good—regrets will be useless.

But if that reconnaissance establishes the fact that a good road can be built at a reasonable expense on the route we have designated, the time will then have come for the intelligent and public spirited citizens of our valley to decide, to see whether their true interests tend, and, this done, to pursue them with the energy which circumstances shall require. It is high time to have it understood that duplicity benefits nobody, and that, whoever may seek to practice it, no reflecting community will submit to be its subjects. And, on the other hand, the time has not gone by, in which good faith will be reciprocated, if deserved.

Since the above was written, says the Courier, the Wheeling Times of the 12th has been received.—The Times strenuously denies that the examination of the routes eastward from that city has resulted in any respect unfavorably.

Petersburg and Roanoke Railroad Co.

This company, says the Baltimore American, has just declared its semi-annual dividend of 3½ per cent. The last annual report of this company, according to a synopsis of it published in the Philadelphia American, shows that the road is doing a prosperous business. The company, with a capital originally insufficient to pay for the construction of their road, have rebuilt one-fourth of it with edge rails, and the balance with heavy plate iron, constructed an expensive bridge, and three miles of new road across the Roanoke river, besides refurnishing their road with engines and cars—all of which they paid for out of the profits of their business, while from the same source reducing their indebtedness to about \$20,000.

During a large part of the time they were doing this, they were able to pay the stockholders moderate dividends, which, for the last year or two, they have increased to seven per cent.; and all this has been done with a very moderate business—indeed a very small business, if we compare it with the trade enjoyed by the railroads in this portion of the Union, and in New England—as witness the following statement:

Receipts from transportation for the 12 months ending Feb. 1, 1848.....\$182,686 80
Expenses of transportation...76,287 13
New engines, new cars, new warehouses, interest, etc...41,621 45
117,918 58

Net income for payment of dividends, and reduction of debt.....64,768 22

A very good exhibit of a healthy business, which we must presume is skillfully and prudently conducted.

Railroad Matters.

We learn from the Beaver Argus, says the Pittsburg Gazette of 10th ult., that on Monday last, the engineer selected by the directors of the Ohio and Pennsylvania railroad company, S. W. Roberts, Esq., arrived at that place, and entered upon the duties of his appointment. A commencement was made on Tuesday, upon the Brady's Run route—and all the others will be examined in order—the best of course will be selected for the interest of the stockholders and the public.

Mr. Roberts, having started his assistants upon the work, has returned to a prior engagement upon a railroad through the Schuylkill coal region, which he expects to complete in about a month. Then he will give all his attention to the western road.

Every effort is now making in Ohio to prosecute with energy the Cleveland, Columbus and Cincinnati railroad, which will be intersected by our Penn-

sylvania and Ohio road, somewhere in Wayne county—probably Wooster. From a statement in the Cleveland Democrat, we learn that to grade and bridge the roadway, and prepare it for the iron, from Cleveland to Columbus, inclusive of the labor of placing the iron rails, it is supposed will cost from 1,200,000 to \$1,250,000. The amount of stock subscribed and authorized by cities and counties to be subscribed, with what has already been subscribed by individuals, and which is confidently expected to be obtained in Cleveland, Columbus, and the intermediate country, is, altogether, about \$800,000. The construction of the entire road, exclusive of furnishing the iron, can be advantageously let to responsible contractors, who will take in part payment \$300,000 of the capital stock, and will also furnish an entire outfit of engines and cars, and take in payment the bonds of the company, convertible into stock at their option. All that is now wanting to carry out the project, is a subscription of \$150,000 of stock by Cleveland. This done, the road will go on at once, as the directors have no doubt of being able to raise the money from the subscription of eastern capitalists, or otherwise, to purchase the iron, and to complete in a short time, say in two years, the entire road. We hope Cleveland will not falter now.

Eastern Railroad.

The annual meeting of the Eastern railroad company, says the Salem Register, was held at the Town Hall in Gloucester, on Monday. A free passage and a free dinner tempted a multitude to attend, and there were over five hundred stockholders present. The annual report was read by the president, and presented a very satisfactory result.

The receipts for the year ending June 30th, 1848, were as follows:

Receipts from 899,229 passengers.....	\$360,888 19
" 45,710 tons merchandise.....	55,258 09
" Mails.....	8,324 00
" Incidentals.....	2,839 61
" Rents.....	2,534 36

Total.....	452,444 23
Expenses.....	164,805 49

Balance.....	287,628 81
Number of miles run by engines.....	96,500
Expenses per mile.....	62 1-5 cents.

The total surplus and sinking fund, June 30th, was.....1228,737 03

The accounts show a floating debt of \$498,462, against which there are property and balances of account not required for the use of the road, of 488,740, a portion of which will be immediately available; another portion, consisting of real estate, could be sold for a considerable sum more than the valuation, but the almost certain advance of prices, that will be obtained from holding it, make it desirable to retain it.

On the recommendation of the president's report, a committee was chosen to examine the accounts and the condition of the road and its branches, to report at the next annual meeting. The company then proceeded to the choice of directors, when the old board was re-elected, as follows:

David A. Neal, Salem; Isaiah Breed, Lynn; D. Adams, Newbury; John Hooper, Marblehead; I. Goodwin, Portsmouth; P. T. Reed, Boston; John E. Thayer, Boston.

After the regular business was completed, the company adjourned to the ropewalk, which was tastefully adorned with evergreens and flowers. The table was liberally spread with all the materi-

als for a good fish dinner, with other provisions for those who were not piscatorially inclined. After the dinner, the company improved the opportunity of seeing something of the pleasant town of Gloucester, and some of its numerous natural beauties, before returning to their homes.

[From the Philadelphia "Commercial List."]

Pennsylvania Coal Trade for 1848.

From the Lehigh Mines.

The amount of coal shipped from the Lehigh mines during the week ending the 25th inst., and since the opening of the navigation, has been as follows:

	This week.	Total this
	tons.	year—tons.
By Lehigh company	9,851 17.	108,516 12
By Room Run	3,625 04.	56,869 18
By Hazleton	3,341 00.	43,993 00
By Beaver Meadow	3,058 14.	36,555 14
By Spring Mountain	1,702 14.	31,529 07
By Buck Mountain	2,791 06.	34,717 15
By Cranberry Mines	1,313 00.	5,268 00
White Haven	1,270 13.	3,085 14

Total

From the Schuylkill Mines.

The amount of coal forwarded by Reading railroad during the week ending the 27th inst., and since the 1st of January, has been as follows—

	Tons.
From Schuylkill Haven	12,544 04
" Pottsville	5,310 03
" Port Carbon	10,225 02
" Port Clinton	3,432 13

Total this week

Total this year

The amount of coal brought to market by the Schuylkill canal during the week ending the 27th inst., and since the opening of the canal, has been as follows—

	Tons.
From Pottsville and Port Carbon	8,260 19
" Schuylkill Haven	3,780 08
" Port Clinton	761 17

Total this week

Total this year

Recapitulation.—Total Shipments this Season.

By Lehigh companies	320,836 00
By Reading railroad	706,924 08
By Schuylkill canal	204,225 06

Total

Little Miami, Ohio, Railroad.

We have received, says the Cincinnati Atlas, per Mr Van Dusen, the receipts of the Little Miami road for the month of June:

For freight	8,244 99
" passengers	12,864 44

Total for June

The receipts for the same month of 1847 were,

For freight	12,171 08
" passengers	8,517 89

Excess of 1847

The reader sees that in 1847, there was an excess of nearly \$4,000 in freight; but that in 1848, there is an excess of \$4,300 in passengers. The cause of this is the unprecedented quantity of produce sent to Europe in 1847, and the greater travelling now to the north by this route. Monday, the 23d ult, three hundred passengers went out on the railroad! In the remaining months of the year, we predict a great increase of the receipts over last year.

It is also said that the only remaining link in the chain of railroad which connects that city with Sandusky Bay on lake Erie, will be finished in about four weeks. Passengers will then leave Cincinnati in the morning, and reach Sandusky City on the lake, the same afternoon before sunset. From Sandusky, passengers are conveyed in steamboats without delay to Buffalo. Between the cities of Cincinnati and New York the travel by this route will occupy three days and a half.

Pennsylvania Railroad.

Among the important works in progress for the transportation of passengers and merchandise upon leading routes, the completion of which are regarded as calculated to exercise an influence on the trade of the country, the N. Y. Herald mentions, and very truly, too, the following:

"The Pennsylvania railroad, from Philadelphia to Pittsburg, will probably be completed about 1852, when a perfect line of railroad may be looked for from Buffalo to Pittsburg, a distance of about 900 miles. From the present prospects of that road, it is anticipated that their cars will run from Harrisburg to Lewistown before the close of the winter of 1848 and 1849, and with the means now at their command to connect with the Portage at Hollidaysburg, which, with the completion of the western fifteen miles, will give a continuous railroad communication between Philadelphia and Pittsburg, with the exception of fifty-five miles to be travelled by stages. The citizens of Ohio have been making exertions to form a continuous railroad from the Atlantic, through the fertile valleys of that State, to the distant west.—One item of trade which is considered tractable on this route, is the passage of 50,000 cattle, a number that annually passes through Pennsylvania from Ohio. On this road, the west side of the mountain will be passed at Sugar Run Gap, by a tunnel of 760 yards long, and 160 feet below its apex."

New York and New Haven Railroad and Steamboats.

The following remarks on this subject are from the Hartford Times.

There are many who imagine that this road cannot possibly succeed against the steamboats on the Sound—as it is believed in relation to the Hudson River road—yet we have no fears on the subject.—The investment in the railroad will be better during the ensuing ten years than in the steamboats.

The railroad will create its own business, on its entire line; the steamboats only touch at the two extreme points. We have no fear for the railroad.

"The Hartford Times states that the approaching completion of the New York and New Haven railroad is bringing home the interesting question as to how far that road can compete for travel with a steamboat service of such a character as that which now supplies a connection between the two places. The Connecticut has accomplished the passage in three hours and forty five minutes, which gives twenty to twenty one miles an hour as the rate of speed. The Commodore, another magnificent and agile steamer, plying the same waters, is considered as being nearly, or quite as rapid as the Connecticut. The peculiar friends of the railroad, and perhaps others, are fancying that on the completion of the road these steamers will have to be withdrawn. On the other hand, a great number are sanguine in the belief that they will continue to be retained and used in their present service. Their speed between the two cities is, as the Times truly observes, greater than that accomplished on any line of railroad in the United States out of New England, and equal to that on the average of railroads in New England.

"The average time made on the line be-

tween Boston and Albany is about 20 miles an hour. Between Albany and Buffalo it is less than 15 miles an hour. The route between New Haven and New York will have a great deal of 40 feet grade, many draw bridges, and only a single track. Passengers will necessarily be subject to the very great annoyance of a change to horse power at some distance from the terminus in N. York. In view of all these occasions of detention, it is very reasonably doubted whether any material gain can be made on a speed of three hours and forty five minutes between the two cities. The superior convenience and comfort of a water passage to New York, after a ride of 160 miles from Boston, especially during the four months when the amount of travel is greatest, will, it is thought, constitute an inducement sufficient to draw the majority on board the steamers. The hazards of the trip by water will also, it is thought, be as few and as small as those by railroad. As the sound is landlocked between New York and New Haven, it affords a navigation as safe, and freer from the dangers of navigation than most rivers. And, last, but certainly not least, the steamboats, notwithstanding their splendid accommodations and sumptuous tables, can live upon rates of fare which will never support a railroad. At any rate such is the judgment of one, and that a large party on the subject, and it seems *prima facie* correct."

Reduction of Cost of Working Engines.

We find the following article on this subject in the Railway Chronicle of July 8th.

Several of the officials of our great metropolitan lines have been trying some plan for the reduction of the smallest working expenses in the common business of the company. Among these, Mr. Samuel, of the Eastern Counties, has been especially active.—The "Liliputian" engine was brought forward by him, and since its career this little engine has run about 10,000 miles, with scarcely any repair. The result of its working induced Mr. Samuel to direct his attention to the employment of light locomotives for branch traffic; and the conclusions at which he arrived will be found in the following extracts from a paper read by him at the Birmingham Society of Mechanical Engineers:

The result of observations which I have for a considerable time been making on the branch passenger traffic of railways, has been to convince me that on the whole it is not remunerative, and in some cases is even worked at a loss. I have therefore been led to consider whether the expenses might not be reduced by the introduction of a system of steam carriages, made suitable to the amount of traffic to be conveyed. It is evident that the more we can reduce the dead weight of the trains and engines in proportion to the number of the passengers, the less will be the expense of repairs both of the carrying stock and engines, and of the way and works of the line. The average weight of a train on the branch lines is 56 tons, the number of passengers conveyed by each train not exceeding 35 to 40 on many of the branch rail-

ways in England. Supposing each passenger with luggage to weigh one and a half hundred weight, the total weight of the passengers conveyed is about three tons, or, in other words, for every ton of paying load we are now carrying by the present system of locomotion, we have 18 to 20 tons of dead weight. It is therefore in a commercial point of view, of the greatest importance, not only to railway companies, but to the public generally, that some less expensive, and at the same time equally safe, means of transport be adopted. It is therefore proposed to substitute steam carriages for locomotives on branch railways.

The following are a few of the principal dimensions of the steam carriage now in course of construction: diameter of cylinders, 7 inches; length of stroke, 12 inches; diameter of driving wheels, 5 feet; distance between centres, 20 feet; width of framing, 8 feet 6 inches. The boiler is of the ordinary locomotive construction, 5 feet long by 2 feet 6 inches diameter. The fire box is 2 feet 10 1/2 inches by 2 feet 6 inches. There are to be 115 tubes, of 1 1/2 inch diameter, and 5 feet 3 inches in length, giving 210 feet of heating surface in the tubes. The area of the fire box is 25 square feet, giving a total of 235 feet of heating surface in the boiler. The consumption of coke may be estimated at 7 pounds per mile, at a velocity of 40 miles per hour. The total weight of the steam carriage, with its coke and water will not exceed 10 tons; and it will be capable of conveying about forty two passengers at a speed of 40 miles per hour. The water is to be carried below the floor of the carriage, in wrought iron tubes, of 12 inches diameter and 12 feet long. One great object attained in this machine is the reduction of the centre of gravity, and the consequent absence of lateral oscillation.

Address to the People of New Jersey,
By the Directors of the Camden and Amboy Railroad Company.

The following address has been sent to us by an unknown hand, and we lay it before our readers at the earliest moment that other previous arrangements will permit.

We ask for it the candid and careful perusal of all who have read our previous comments upon the course of the company, or who take any interest in the matter. Our columns are open alike to the company and to others.

The history of the past, fruitful in the lessons of experience, has often taught that achievements in the walks of civil life, resulting in public benefits, however hazardous in their inception, and onerous in their accomplishment, are soon forgotten. The thousands who have sacrificed fortunes in schemes of public improvement, if remembered at all, have been remembered with feelings of pity, for what the world has been pleased to consider their follies or their faults—while those who have been successful, whose toil and hazards have resulted not only in public benefit, but in individual emolument, have fared but little better—exposing themselves to the envy of the few, instead of the pity of the many.

A great public work is planned, progressed

in, and completed. It brings two great commercial emporiums, separated by three hundred miles of navigation, within the distance of ninety miles of each other. Another is accomplished: it enables the traveller to pass between the two great cities in four and a half hours, instead of twelve, or eighteen, and with infinitely greater comfort. The cost of transportation and travel is reduced fifty per centum, taking all things into consideration, and the *comfort and safety* of the means provided, are worth fifty per centum more. At the moment of transition from one state of things to another, every body is satisfied and delighted.

In a little while, trade and travel runs into the new lines, and the old are forgotten. No one thinks of what *was*; the thoughts of all are directed to what *is*.

It may be that this improvement—this change in the comforts, the facilities, the safety, the time of transportation and travel, accomplished by these new channels, cost something—that fortunes were staked in them—that public faith and credit were pledged to secure them. It may be that wise statesmen planned them for the benefit of the public, and that patriotic men stepped in and ventured their all upon the chances of success in executing them. Those who enjoy their advantages are sure of one thing—they had none of the risk of constructing these works—none of the toil; the works themselves, like those of nature, are there, now and forever—and it *costs nothing to find fault*.

There have always been abroad in the world, people who, without industry or enterprise themselves, are ingenious in contriving how to live upon the industry and enterprise of others. Having nothing of their own to appropriate, they are the busiest of all people in appropriating what belongs to their neighbors. With nothing themselves to secure, they are apt to esteem all laws which afford security to property, as unequal and unjust. The press, too, which ought ever to guard with vigilance and fidelity, the rights of personal liberty and private property—rights, without which society could not exist, and which constitute the vital principle of individual and social progress, is often surrendered to those sinister influences, and lending it self to purposes of falsehood and detraction, forgets its mission, and obscures or banishes from the community, the light it is its proper office to disseminate.

For years the Delaware and Raritan canal and the Camden and Amboy railroad and transportation companies—corporations created by the legislature of the State of New Jersey—have existed, an illustration of the truth of these remarks. Originating in the conceptions of wise and patriotic men—designed to secure great national and public purposes for safety and protection in time of war, and convenience and utility in time of peace, advocated with enthusiasm by every body when yet in embryo, constructed at length, at immense cost of private wealth, and at the hazard of private fortunes—the history of their struggles for existence has hardly been written before it is forgotten. The

wisdom of the policy in which they originated, always applauded until success became probable, comes to be doubted. The advantages resulting from them to the public, once so palpable, come to be questioned, and in places high and low, instead of the voice of cheering encouragement and approbation, efforts are made to hold them up to the world as odious monopolies, and the state which gave them birth, and cherished them as monuments worthy of the progressive spirit of the age, selfish, grasping and corrupt.

While these efforts were confined to men whose motives were easily read and understood—speculators, anxious to destroy, that they might divide the spoils—agitators, whose peace is only purchased by tribute, no word of reply has been deemed necessary.

But when, as has recently been the case, a public meeting has been held in a neighboring state, and honorable members of the dignified senate of the United States have presented petitions to that body, from citizens abroad, praying "for the establishment of a post route between Philadelphia and New York, so as to do away with the monopoly of the Camden and Amboy railroad," in other words, when foreign influences are invoked to commence a crusade against the institutions of the state—destroy the prosperity of her citizens—and abolish her revenue, derived from the constitutional right of taxation, the time seems to have come, when the victims proposed to be first offered upon the altar, are furnished with a proper occasion to speak in their defence.

They might comprise their defence in terms of exceeding brevity; they might lay their hands upon their charters and say, *these are the statutes of a sovereign state—we are her citizens—she knows how to preserve her laws inviolate—she never falters in her duty to her sons.*

But the joint companies, entertaining a profound respect for public opinion, would rather appeal to the justice of the laws complained of, than refer to the power of New Jersey to maintain them.

The history of the charters furnishes the vindication. New Jersey had scarcely recovered from the sacrifices she made in the struggle by which American liberty was won, when her public men turned their attention to the project of constructing a national thoroughfare, by water, between the cities of New York and Philadelphia, as a means of defence and a convenience for commerce. In 1804, and in 1824, successive acts were passed, incorporating companies to construct a canal from the Delaware to the Raritan, and in 1816, an act for a railroad. The state had no revenues or resources of her own. In the history of the past, her citizens had read a salutary caution against incurring a public debt, the payment of which was to depend upon contingencies or taxation. By these charters, the enterprise was thrown open to the world. As it was a national work, congress was solicited for aid; as it was a work demanded by the commercial interests of New York and Philadelphia, these cities were invited to participate.

The state offered to exempt it from taxation until it should yield a revenue of fifteen per centum upon its cost. She offered it a protection of ten miles on each side, against any rival railroad or canal.

But all her offers and solicitations were rejected. When the hazard was to be met, the chances of loss as well as profit to be incurred, the money required—the nation was satisfied with our turnpikes, and the merchants with the coastwise transportation.

The war of 1812 furnished a lesson which was not forgotten in New Jersey, though it seems to have been elsewhere, though such a work would have saved millions to the country during the war, and, perhaps, have changed its phases in the north; yet, neither during its continuance, nor after its close, did any patriotic citizen present a petition to the senate for even a *post route across New Jersey*; and no patriotic senator was disturbed by the extortionate prices, or tardy time of wagoners, or stagemen, employed in plodding through the mud of New Jersey. In 1829 the governor of New Jersey, the lamented Williamson, at the close of his administration, urged the enterprise upon the legislature as a great national work, called for by patriotic considerations. He recommended that it should be expressly protected against competition. "And," said he, "as it is a work of great national importance, both in a commercial and military point of view, it may reasonably be expected that the state may obtain if desired, pecuniary aid from the general government; an expectation he lived to see disappointed."

But the question of its construction by the state had been warmly advocated in the legislature of 1828. It had been made a question at the polls at the succeeding election; and the legislature of 1829 considered themselves as instructed against undertaking it on public account.

The people were in favor of the project, but against the resulting debt; they had then, as they have now, a dislike to taxes, a hatred of debt, and a horror of repudiation in all its forms. Meantime, a number of the friends of internal improvements in New Jersey, disheartened at the prospects of the canal, applied for a charter to make a railroad from Camden to Amboy. The friends of the canal perceived at this crisis, if the canal was lost, it was lost forever. The competition of such a road would render its success impossible. The legislature resolved to charter companies to construct both. The railroad charter contained no protection. It was subjected to an income tax of ten cents a passenger, and fifteen cents a ton for merchandise; and it was provided that if the state should, at any time, authorize another railroad to be constructed, commencing and terminating within three miles of the commencement and termination of this road, this income tax was to cease, and both were to be taxed alike. The tax was levied on the company, not on the passengers or merchandise, and in the exercise of the lawful and legitimate right of the state to tax the property and business of its citizens, imposed by the state, and assented

to by the company, not as the price of protection or exclusive privilege, but as the company's just share of the public burdens, to be paid out of the income of the works in the hands of the stockholders.

This was the character and origin of the transit duties now so loudly complained of. The state taxes her banks on the amount of their capital; her railroads on the amount of their business; her farmers by the value of their farms; and the one mode is as proper, as legitimate, as equitable, as the other.

The railroad stock was subscribed and the company organized. But not so with the canal stock. The objection of capitalists were that two millions of dollars, at least, would be required to complete it; that ten years would elapse before it would be finished and begin to yield a revenue; and that the railroad would prove a formidable competitor. The objections prevailed. Its friends were about to abandon it in despair, when a citizen New Jersey, who had been absent from the state, comprehended its immense importance to the country, in a military as well as commercial point of view, came forward, subscribed a large part of the stock, embarked his whole fortune in the enterprise, and devoted his time, talents and energy to its successful prosecution. But his untiring efforts were unavailing to induce others to subscribe. Congress was in vain again solicited for aid. The moneyed men and merchants of New York and Philadelphia were solicited in vain. There was no very ardent desire for two routes then. Money was wanted; a risk was to be encountered. It was as clear as a sunbeam, that if the canal was to be made, New Jersey, unassisted, must provide the ways and means.

It was proposed to extend railroad privileges to the canal company; but to that there was this objection:

The state had reserved the right to purchase both the works at the expiration of thirty years from their completion; and it was urged that it would be an improvident waste of capital to build two railroads for the purpose of doing the very same business; that three routes of travel and transportation between New York and Philadelphia were uncalled for, and would be useless and burdensome hereafter to the state.

Finally, a proposition was made to the Camden and Amboy railroad company, that the stock of the two companies should be consolidated, and that the joint companies should build both the canal and railroad, and that, as a consideration for building the canal, the railroad should be protected against competition for thirty years from its completion. What is thirty years in the lifetime of an empire? This step saved the canal to the state and to the country, for the proposition was fortunately accepted. In the details of this arrangement, the interest of the state, of the companies, and of the public were carefully guarded.

1st. The interests of the state were secured by a tax imposed upon the income of the joint companies.

They were to contribute to the treasury, not in proportion to the capital they invested

in the works (the enterprise was an experiment, and that might have been unjust,) but they were required to pay ten cents tax for every passenger carried across the state; fifteen cents for every ton of merchandise transported on the road; eight cents for every ton of merchandise on the canal, except coal, and other low priced articles, for which the tax was fixed at two cents; and, in addition to this, they were required to pay to the state the annual dividend on two thousand shares of joint stock.

It will be perceived that this was, in principle, a tax upon the companies, proportioned to their income.

2d. The interests of the joint companies were protected by an express provision, that during their lease of thirty years no other railroad was to be granted to compete with them in business, in the carrying trade between New York and Philadelphia.

This protection was indispensable to enable the companies to complete the canal, and without which it never could have been made.

3d. The interests of the public were guarded. The companies were limited to a charge of three dollars a passenger from city to city; eight cents per ton per mile for transporting merchandise on the railroad; and four cents per ton per mile on the canal; and they were required to construct the canal seventy-five feet wide and seven feet deep, instead of the small dimensions originally proposed.

The canal, the burden of constructing which the joint companies took upon themselves, by virtue of this contract with the state, cost the sum of \$2,892,797; and the total net receipts from it up to the present year, 1848, has been but \$689,561 29, being an average of only a little more than one and a half per centum per annum on its cost.

This was the mode by which New Jersey chose to construct her part of the great Atlantic chain of inland navigation and transportation between the southern and eastern states; and it may be justly regarded as the most important link in that great chain, and of more value to the nation than any work of the kind as yet constructed in the Union.

But there is another chapter in the history of the joint companies which deserves to be understood and remembered.

No sooner had the problem of success been solved, and the railroad and canal put in operation, than the cupidity of speculators became aroused.

Pennsylvania had incorporated a company to make a railroad from Philadelphia to Trenton, and the road had been temporarily constructed. That company, though not encumbered with an expensive and unprofitable canal, was allowed to charge more for carrying passengers per mile than the Camden and Amboy company. They determined to force their way across N. Jersey and bought up, for that purpose, a controlling interest in the stock of the Trenton and New Brunswick turnpike company, which connected their railroad at Morrisville with the New Jersey railroad from New Brunswick to Jersey city—and this was done under an express law of

the state of Pennsylvania, authorising them to do so. They applied to the legislature of New Jersey for such amendments to the turnpike charter as would enable them to effect their purpose; eminent counsel from Philadelphia were employed to advocate the grant before the legislature; but it was denied.

They then proceeded to lay rails upon the road without a grant; raised the cry of "monopoly" against the joint companies; commenced the work of agitation among the people on the new route, and set themselves up as the exclusive patriots of the day. During this struggle, to preserve the protection guaranteed to them by their charters, the joint companies voluntarily offered to surrender all their privileges, and convey the canal and railroad to the state.

The legislature considered the state policy as wisely settled, and refused to make any change. But the earnest desire which had been awakened among the people to have a railroad constructed between Trenton and N. Brunswick, demanded whatever of sacrifice was necessary to satisfy it.

The joint companies yielded to the call from that section of the country, and, with the consent of the legislature, constructed the road themselves, and connected it, at Trenton, with the Pennsylvania road. It is on this new route alone, which the companies were thus compelled to construct, (after the contract, in which the three dollar fare had been secured on the Amboy route, had been made with the state,) that the traveller between New York and Philadelphia pays four dollars. Thus the agitation of 1836 produced a third route of travel and transportation between the cities of New York and Philadelphia, at a necessarily increased rate of fare.

The agitators of 1848 want a fourth route: and, in proportion to the outlay, will, as heretofore, be the increase of price. Capital invested must necessarily be remunerated; and the patriotism that seeks ostensibly to embark in speculation, nominally for the good of the people, is always a purchasable commodity in the market.

The charges which have been made by newspaper writers against the joint companies, may be entitled to some notice, not out of respect to those who write, but with regard to the public who read them, and who, having no opportunity to judge of their truth or falsehood, are liable to be innocently misled. The directors of the joint companies, therefore, upon their personal responsibility, submit to the stockholders, and to the public, the following statements:

The Camden and Amboy company charges, between Philadelphia and New York, in their first class cars, three dollars; and in their second class cars, two dollars and fifty cents, and run one line between the cities as low as two dollars and twenty-five cents, making the average price for through passengers two dollars and fifty-eight cents. The hour of departure of this line from either city, is seven o'clock in the fall, winter and spring, and six in the summer. A second line has sometimes been run on this route, leaving ei-

ther city at the most convenient hour in the middle of the day, and is now running at one o'clock, P. M. The cars are equal, if not superior, to any cars in the country. The steamboat on this route is new, and of great speed and comfort, and the trip is made in five hours and a half from city to city. Large and elegant steamboats are run upon the Delaware for nine months in the year, and four lines, or more, pass through Burlington, daily, affording to her citizens an accommodation by steamboat at twelve and a half cents, and by railroad at twenty-five cents, for passage to and from Philadelphia, a distance of about twenty miles. Season tickets are also granted by the steamboats, at a very low rate, making the rate of passage to a constant traveller, average about five cents between Burlington and Philadelphia, or about a quarter of a cent per mile. The time occupied by the steamboats in running between Philadelphia and Bordentown, notwithstanding the route for one-third of the distance is shallow navigation, is about two hours. The time occupied by the steamboats on the Hudson river, in running from New York to Newburgh, twice the distance, is about four hours. The speed, therefore, on these routes is about the same, instead of being fifty per centum greater on the North river, as has been stated.

By reference to the tabular statement, marked A, it will be seen that the average charge on all the passengers carried in their lines, is less than three cents per mile, and that the passengers carried in their various lines to and from New York and Philadelphia, average 35½ cents per mile.

And by statement marked B, (to which reference will hereafter be made in regard to the rates of freight,) it will appear, from an average of all the railroads and branches in twenty different states, one hundred and seventeen in number, and six thousand seven hundred and twenty miles in length, that the average price of fare on them is three cents and fifty-one hundredths of a cent, or three and a half cents per mile.

The fare between New Brunswick and Philadelphia, by the Camden and Amboy line, is one dollar and eighty-seven cents, equal to three cents per mile.

For the better accommodation of emigrants destined to the south and west, a line was established in 1847, to leave New York at half past three in the afternoon, and arrive in Philadelphia early next morning, in time to take the lines for the south and west. This arrangement has met their wishes, and is the cheapest and best that could be adopted for them. As the steamboat lies in New York from five A. M., to half past three P. M., the advantages are, that the emigrant and his family, with their baggage, can come on board directly from the ship that brought them into port. They are furnished with comfortable cabins to lodge in, and facilities to provide their own meals on board the boat, without charge, thus saving them the expenses at a boarding house, and the transportation of their baggage. In winter they leave New York by steamboat, at half past three P. M., and

arrive at Amboy in two hours, where they take the second class cars, and arrive at Camden about eleven o'clock. In summer they go from New York to Amboy, by steamboat, in two hours; from Amboy to Bordentown, in cars, in three hours; lodge on board of the steamboat at Bordentown free of charge; leave Bordentown, by steamboat, early next morning, and arrive in Philadelphia at seven o'clock, in time for all the lines going south and west, and are not on the road eighteen hours, as has been asserted.

By the steamboats and transportation and market lines, the farmer pays no more for the transportation of his wheat, nor the paper maker for his paper, than formerly. For the accommodation of the peach growers, special trains are run from the different stations on the road between Camden and Amboy, at hours best suited to the trade. The time of leaving each station, and the price of freight per basket from Burlington to New York, is made known by advertisement. A train leaves Burlington at a quarter after five, P. M., and arrives at New York from four to five o'clock next morning, in time to connect with the northern and eastern boats, and not at noon, as has been stated.

A peach grower or dealer carrying twenty baskets is permitted to take them without being subject to a charge for his own passage. The hours of departure of these lines were established upon consultation with, and in reference altogether to, the wishes and interests of the people engaged in this trade, and were fixed at an hour as early as would enable them to pick their fruit and bring it to the railroad stations.

It would have been to the interest of the companies to have run another early peach line to the noon boat, to have taken from the late line a portion of the peaches, if the morning dew would have permitted their being picked in time to reach the stations in season, and would have saved the expense of employing occasionally a third boat to take the excess beyond what the regular boat could carry.

In the passenger trains it is not usual to carry freight; but, upon the application of a gentleman from Burlington engaged in raising, on a small scale, peaches and grapes, arrangements were made to carry these fruits in the quick passenger line; others applied, and were accommodated; and no one that applied was refused.

The reason why farmers, generally, do not go to New York with their marketing is, that dealers constantly call at their doors, purchase their truck, and send it to market by the railroad, while the farmer remains at home, attends to his business, and saves the times and expense of going to market, and gets good prices for his products; and disunion has always been made in favor of persons taking their marketing to the cities. By the market line between Burlington and Philadelphia, persons having freight to the amount of thirty-seven and a half cents are charged fare only one way.

That the charges for freight are not unreasonable, is proved by the fact that fruits, vegetables and meats, in large quantities, are

constantly transported from Philadelphia to New York, pay the freight, and afford a profit to the dealers.

But, it may be more fully understood, and more satisfactorily illustrated, by reference to the tabular statements appended to this address, which have been made with great care from the most accurate information.

By the tables it will be seen that the average price of freight between New York and Philadelphia, by the Delaware and Raritan canal and the Camden and Amboy railroad, is one cent and twenty-nine hundredths of a cent, or a little more than one a quarter of a cent per ton per mile, whilst the average freights on one hundred and seventeen railroads and branches in twenty different states in the Union, is seven cents and fifty six hundredths of a cent per ton per mile, or more than six times higher than the freights on the canal and railroad; and, although it would seem that the freights on the railroad are nominally higher than on the canal, yet still, it will be seen that they are not one half as high, in proportion to the value of the articles transported on these different routes belonging to the same companies.

It will be also seen from these tables that the large bulk of the business is done through the canal; the transportation on that work being forty three times greater than on the railroad, leaving for the railroad but the carriage of the most valuable articles, the freight upon which is less than three quarters of one per cent. on the value, to cover transportation, insurance, tolls, and station charges; and even this small portion of the trade could be taken through the canal for three-fourths of the year, did not the owners and shippers consider it cheaper and more to their advantage to send it over the railroad.

The average of freights charged on the railroad is forty and three quarter cents per hundred through; and on the canal for merchandise, two cents and twenty seven hundredths of a cent; and on the whole trade one cent and twenty nine hundredths of a cent per ton per mile.

The plain statement deduced from figures will show how far the united companies have deserved the malignant vituperation with which they have been assailed.

In relation to the reckless and atrocious charges made against the state directors, and in regard to the inaccuracies in the accounts, and misapplication of the funds of the companies, it is proper to say that a regular account of all the through and way passengers is made semi annually to the directors, and the necessary returns are made to the state treasury every three months, under oath.

The accounts are kept with so much care and particularity, that any stockholder may be informed at any time of the number, and, for the most part, the names of all persons who go between New York and Philadelphia, or between any two points on the road, on any day in the year, and the amount paid by each. The receipts and expenditures of the several steamboats employed in towing, are particularly kept and regularly returned to the company by their agents; also the al-

lowance for carrying the United States mail, as received from the postoffice department.

There never has been one dollar received or expended by the companies, that has not been laid before and approved by the directors as well as by the stockholders. Their books and accounts have been, at different times, examined by the directors, and by persons appointed by the legislature of the state, and no error has yet been discovered, although investigations have, more than once, been induced by the false representations of disappointed and unprincipled men, who have pretended that they knew that frauds had been committed, and the manner in which they could be discovered by a committee of investigation. During the last six months the state directors, pursuant to the requirements of the statute, made a strict and thorough examination of all the business transactions and accounts of the companies. They made an elaborate report, which has been published by the legislature. In that report they say:—"We have with great care examined the books and vouchers, and other evidences, to test their correctness. We have pursued our investigation by taking the different months in the year, and following the entries through the various books, and comparing them strictly with the original vouchers, which in every particular were found correct. We have had at all times, free access to the books and papers of the companies, and, during our preparation of this report, for the last two weeks, the said books and papers have been left in our custody and control, apart from their officers and agents." And it may be well now to state that no director or officer of the companies ever saw a single line of the said report, until the same was communicated by the governor to the legislature, and published by their order.

Again: It is no doubt true that the statement has been industriously circulated abroad, that New Jersey imposes a tax upon the citizens of other states for travelling on her railroads; but that the companies have ever given countenance to this falsehood is not true. In all the reports that have been made—in every paper emanating from them—this matter has been placed in its true light. It has everywhere been mentioned as a tax imposed upon the companies, and not upon the passengers. Nor have the companies ever done, or authorised to be done, one act, or said, or authorised to be said, one word, from which, or upon which, any other inference could be drawn or founded.

Once more: It may not be amiss to remark, that a question has been made as to the construction of that section in the charter of the Camden and Amboy railroad company which relates to the rate of charges for freight upon the railroad. The question has been argued in the supreme court, before three of the judges only, and decided against the construction contended for, and practised by these as well as every other railroad company in the state of New Jersey. As the question is one of great importance, and as it is impossible to carry into practical operation that section of the charter under the present decision, a

writ of error has been taken to carry the case up to the court of errors, a right which is enjoyed by the humblest individual in society. But, as soon as the decision was announced, orders were issued by the companies to their agents to conform as far as practicable, to the opinion understood to be entertained by the court, without waiting for that of the court of errors.

And now, having, as briefly as was possible, submitted the facts to the judgment of an enlightened, and candid public, we leave the subject, with an abiding faith in the intelligence and justice of our fellow citizens.—The joint companies are, in one sense, but the agents which the state, in its wisdom, has seen fit to employ in perfecting a portion of the internal improvements of the state. The risk, the hazard of success, the companies took upon themselves. The works have been constructed, and are beginning to be a source of profit to them, as they have always been of revenue to the treasury.

In their construction an arduous duty has been performed. They have had to deal in their progress with some millions of individuals, and through the agency of thousands whom they have from time to time employed for that purpose. That no errors have been committed—that nothing has ever been done to furnish cause of complaint—could not be presumed, without claiming for them and those in their employ an infallibility of judgment unknown among men. But that they have ever endeavored faithfully to discharge their duty to the state, the public and the stockholders, they most solemnly aver; and have ever bowed with cheerful and deferential submission to the authority of the law.

If they have unintentionally erred in judgment, in reference to questions affecting the rights of others, the courts have ever been ready to measure the same equal justice to the humblest individual as to themselves. It is, and ever has been, their earnest desire to give satisfaction to the public. But to lie down and be trampled upon, or to stand silently by and listen to the storm of vituperation and abuse and calumny, which is raised for the ultimate purpose of plundering them, at the same time of character and property, is as far from their duty as it is from their disposition.

These are sacrifices which no good citizen is called upon to make, and which neither virtue nor patriotism requires. Protected by the same laws to which they owe allegiance, and confident in their justice and power, they are consoled with the reflection that they live in a state which knows what its duty to its citizens is, and knows how to discharge that duty.

J. J. Chetwood, Wm. Irick, State directors.

John Potter,	Wm. McKnight,
R. L. Stevens,	Abm. Brown,
E. A. Stevens,	Richd. S. Field,
R. F. Stockton,	James Potter,
John R. Thomson,	James S. Green,
James Parker,	James Neilson,
Carret D. Wall,	Benj. Fish,
John W. Mickle,	J. C. Stevens.

Bordentown, June 11, 1848.

[A.]
Statement of the Business of the Camden and Amboy Railroad and its Branches, and Philadelphia and Trenton Railroad, for the Month of May, 1848.

	Number of passengers.	Miles carried.	No. passengers carried 1 mile.	Total amt. received for fare.	Amount received on each passenger per mile.
WAY PASSENGERS.					
Way travel on the Philadelphia and Trenton railroad.....	8,077		222,134	\$4,268 18	1.94
Way travel from Philadelphia to New Brunswick, and intermediate places on the branch and Trenton and Philadelphia railroads, with the 9 and 4 1/2 o'clock trains.....	1,861 1/2		67,443	2,818 17	4.11
Trenton and New York accommodation line from Trenton to Jersey city.....	993	58 8	58,329	1,372 17	2.31
Aggregate way travel of the Philadelphia and Trenton and branch road from Philadelphia to Jersey city.....	10,930 1/2		347,906	8,458 52	2.44
Camden and Amboy way lines.....	23,994		493,698	6,189 81	1.24
Aggregate of way business on the Camden and Amboy and Philadelphia and Trenton railroads.....	34,924 1/2		841,604	14,648 33	1.71
THROUGH PASSENGERS.					
Through Camden and Amboy 6 and 1 o'clock lines.....	8,465		761,850	23,531 25	3.04
Through Camden and Amboy emigrant line.....	3,213		289,170	7,227 58	2.5
Through 9 and 4 1/2 o'clock lines, via New Brunswick, New York and Philadelphia, (34).....	9,070 1/2	90	816,345	36,282 00	4.41
Through 9 and 4 1/2 o'clock 2d class lines, via New Brunswick, N. York and Philadelphia, (33).....	2,118		190,620	6,354 00	3.34
Aggregate of through passengers on the Camden and Amboy and Philadelphia and Trenton railroads.....	22,866 1/2		2,057,985	73,394 83	3.51

From the above it appears that 34,924 1/2 way passengers were carried 841,604 miles, at the average charge per mile of 1 cent 7 1/2 mills; and that 22,866 1/2 passengers were carried through 2,057,985 miles at the average charge per mile of 3 cents 5 1/2 mills, or an average charge on both of 2 cents 6 1/2 mills.

[B.]

General Statement, showing the Number of Railroads and Branches in the United States, their total Length, and the Averages of Fare per mile for first and second class and way passage, and first and second class freight per ton per mile, (omitting the Camden and Amboy and Union Transportation Railroads), taken from Doggett's Railroad Guide, for 1848.

NAMES.	Number of railroads and branches.	Total length miles.	1st class passage per mile—average in cents & hundredths of a cent.	2d class passage per mile—average in cents & hundredths of a cent.	Way passage per mile—average in cents & hundredths of a cent.	Whole average of 1st and 2d class fares and way fares.	1st class freight per ton per mile—average in cents and hundredths of a cent.	2d class freight per ton per mile—average in cents and hundredths of a cent.
Maine.....	2	226 1/2	2 82	2 50	2 57	2 63	5 68	3 38
New Hampshire.....	2	99	3 31	3 1	3 62	3 67 1/2	5 25	5
Vermont.....	1	33	3 1	3 1	3 1	3 1	4	4
Massachusetts.....	36	1,929 1/2	2 43	1 66	2 71	2 37	5 47	4 54
Rhode Island.....	2	91 1/2	2 1	2 1	2 16	2 72	6 37	4 39
Connecticut.....	4	253 1/2	2 50	1 75	2 20	2 15	5 75	3 50
New York.....	20	798	3 17	1 50	3 75	2 81 1/2	9 04	5 79
New Jersey.....	4	155	4 1	3 33	3 54	3 62 1/2	13 57	11 66
Pennsylvania.....	9	355 1/2	3 60	3 26	3 60	3 48 1/2	6 75	5 35
Maryland.....	9	661	3 45	3 45	3 58	3 49 1/2	4 56	3 19
Virginia.....	6	264 1/2	4 74	2 38	4 72	3 94 1/2	10 44	4 69
North Carolina.....	2	248	4 23	4 23	4 4	4 15 1/2	9 83	6 37
South Carolina.....	2	204	5 1	5 1	5 1	5 1	10 75	5 50
Georgia.....	5	602	4 14	4 14	4 70	4 32 1/2	9 33	4 78
Kentucky.....	1	28	4 46	4 46	4 46	4 46	9	9
Mississippi.....	2	70	5 35	5 35	6 1	5 56 1/2	24 30	17 30
Alabama.....	1	67	4 50	4 50	5 50	4 83 1/2	16 33	8
Ohio.....	4	307	2 77	2 77	2 66	2 73 1/2	6 60	4 62
Indiana.....	1	86	3 1	3 1	3 1	3 1	8	5 81
Michigan.....	3	241	3 1	3 1	3 32	3 10 1/2	8 44	6 50
20 states—totals.....	117	6,730	3 60	2 64	3 70	3 51	8 97	6 16
Averages.....			3 60	2 64	3 70	3 51	8 97	6 16

Average, 7 56

[C.]

Statement of the Cost of Transportation per mile on the Canal and Railroad, for the month of May, 1848, between New York and Philadelphia.

	Tons.	Carried.	For 1 mile.	Freight.
On the canal, 84,488, 110 miles.....	84,488	110	9,293,680	\$100,984
" railroad, 1,983, 90 ".....	1,983	90	178,470	21,115
	86,471		9,472,150	122,099

Or an average freight on both works of 1 cent and twenty nine hundredths of a cent per mile.

[D.]

Amount of Transportation Freight on the Camden and Amboy Railroad, and in Barges via Delaware and Raritan Canal for the month of May, 1848.

	Through freight.	Tons.	Miles.	1 mile.	Freight charged.
Cam. & Am. R.R. 1,983x 90=	1,983	90	178,470	\$21,115	
Del. & R. canal 8,640x110=	8,640	110	950,400	18,882	

1,223,870 40,097= 3.55

Or average freight 3 cents and 55 hundredths of a cent per mile; and 72 barges, the cargoes valued at \$14,500 each, \$1,044,000; and the freight is therefore equal to 1 cent and 39 hundredths of a cent on \$100 value.

Estimate of value of freight on Camden and Amboy railroad, taken from way bill, \$378; weight 92,744 pounds, valued at \$51,841; equal to 40 1/2 cents per hundred pounds freight, and on value of goods 73 cents to \$100.

[E.]

Statement of the Trade on the Delaware and Raritan Canal, for the month of May, '48, showing the articles carried through, the Rate of Freight on the articles, the total amount of Freight paid, and the value of the articles.

Articles carried through.	Quantity.	Average rate freight.	Total freight.	Total value.
	Tons.	Rate.	dollars.	dollars.
Coal.....	67,478	\$1.12 1/2	75,912	369,912
Grain and feed, 27,350 bushels.....	615	4	992	13,675
Lime, 44,229 bushels.....	1,490	4	1,769	7,076
Salt, 1,550 bushels.....	52	4	61	310
Timber and lumber, 1,525,957 feet.....	3,178	1.00	1,525	15,728
Pig and railroad iron, 1,675.....	1,675	1.50	2,512	76,375
Flour and corn meal, 4,833 barrels.....	440	18 1/2	906	21,748
Whiskey, 531 barrels.....	66	25	133	4,248
Fish, 97 barrels.....	14	25	24	776
Nails, 1,805 kegs.....	90	7 1/2	125	8,122
Hay and straw.....	368	1.00	368	3,680
Ice.....	803	1.25	1,004	4,015
Stone.....	668	1.12 1/2	751	1,002
Sand.....	365	1.12 1/2	405	547
Clay.....	375	1.12 1/2	417	1,125
Brick, 72,770.....	145	1.12 1/2	82	873
Merchandise.....	6,666	2.27	13,998	151,183
By canal, tons.....	84,488		100,984	1,942,394

The railroads completed in the United States and in use, extend to 5,750 miles, at a first cost of \$152,525,938. All this has been effected in 17 years. About fifteen millions per annum are now expended in railroad construction.

Wabash and Erie Canal.

A.—Description of the Wabash and Erie Canal, and the mechanical structures thereon, showing their condition on the 1st of July, 1847.

Continued from page 450.

The next structure is the Wabash dam No. 1, erected across this river one-half mile below the mouth of Little river, generally known as the "Forks," for the purpose of a feeder. This dam is 220 feet long and 10 feet high, formed of cribs filled with stone, resting on a solid rock bottom. It is in a safe condition excepting the abutments, which being built of timber, are much decayed, requiring renewal before the return of winter. The culvert and head gates by which the feeder is introduced into the canal, have just been rebuilt, and are in good order. This feeder is three chains long.

Just below this dam is road-bridge No. 18, which may last five years.

The next structure is the dam across Clear creek, through the pool of which, the canal is taken across this stream. It is 163 feet long and 6 feet high, on a rock bottom. The abutments are of wood, and will need rebuilding within two years. The towing path across Clear creek has been recently rebuilt, and will last for seven or eight years, unless carried off by the creek flood.

A few rods below Clear creek, a flood-gate has been constructed in the towing path which is opened during high water, for the security of the canal. It is built upon "English's patent," with permanent stone abutments.

Culvert No. 44, built of timber, 10 feet by 2 feet—submerged.

Culvert No. 45, a large arch for the passage of Woodworth's creek, four miles west of Huntington. The arch is a semi-circle of 24 feet chord, built of timber. With some repairs to the head walls, this structure will last three or four years, when it must be rebuilt of cut stone.

Lock No. 11 is situated a few rods west of the above described arch. It is upon the wooden crib plan, of six feet lift, though the walls are of an equal height with an eight feet lift, as a guard against the floods of Clear creek. The four upper courses of this lock, with the entire set of gates and the hollow quoins posts, require renewal during the ensuing winter. With this immediate expenditure, the lock will last till, say, 1850.

Culvert No. 46, 4 feet by 2—can be submerged for \$200.

The next structure is a long waste weir to discharge the floods of Clear creek—a breast wall and sides built of timber, will last seven years.

Culvert No. 47, of wood, 2 spans, 10 by 2 feet—submerged.

Waste weir, 70 feet long—timber breast and side walls, may last six years.

Flood-gates built upon "English's patent," with stone abutments.

Culvert No. 48 is a rough stone arch of 6 feet chord, sprung from abutments 2 1/2 feet high.

Road bridge No 19, will require rebuilding in 1849.

Culvert No. 49, of wood, 2 spans 10 feet by 2 feet, submerged.

Culvert No. 50, of wood, 10 feet by 2 feet, submerged.

Culvert No. 51, of wood, 10 feet by 2 feet, submerged.

Culvert No. 52, of wood, 2 spans, 10 feet by 2 feet, submerged.

Lock No. 12, 8 feet lift, built of cut stone, from the Salamanca quarry. These stone are not sufficiently durable to answer in a situation so exposed as the face of the lock, and are beginning to fail under the action of the weather. With some repairs occasionally, the lock may be made to last a number of years. The gates will need rebuilding in 1850.

Culvert No. 53, of wood, 10 feet by 18 inches, submerged.

Lock No. 13, 7 feet lift, of cut stone. The description of lock No. 12, just preceding this will apply to this. Gates will need renewal in 1850.

Road bridge No. 20 will last two years.

Culvert No. 54, for the passage of Lagro creek, 2 arches, each 11 feet chord, built of stone. The stone are not of a durable quality, yet being less exposed than in a lock, this structure may be considered permanent for a number of years to come.

Locks Nos. 14 and 15, situated in the town of Lagro, each 6 feet lift, built of cut stone. The stone procured from Salamanca quarry. In certain portions of the wall the stone are beginning to decay. The locks being of small lift, will doubtless answer the purpose for many years. The gates of both locks need renewal in 1850.

Just below lock 14, the feeder is introduced from the Wabash river, by a set of wooden culverts and head gates, placed under the towing path, the culverts being under water. The head gates are in good order.

Wabash dam, No. 2, erected for the purpose of this feeder, is situated immediately at the town of Lagro. It is 280 feet long, and 7 feet high, resting on a rock bottom, and formed of cribs filled with stone. The abutments are of stone, and the whole structure is permanent and in good condition, with the exception of a wing to the south abutment, which is of wood, and will need rebuilding in 1849.

Road bridge No. 21, just below the dam, will last 5 years.

Culvert No. 55, of timber, 3 spans, 12 feet by 2 1/2 feet, submerged.

Culvert No. 56, of timber, 2 spans, 12 by 2 1/2 feet, submerged.

Culvert No. 57, of timber, 10 feet by 2 ft., submerged.

Culvert No. 58, of timber, 8 feet by 2 feet, submerged.

Culvert No. 59, of timber, 10 feet by 2 ft., submerged.

Flood-gates with stone abutments, in good condition.

Road bridge No. 22, nearly new.

Road bridge No. 23. This will last two years; it is of extra length.

Lock No. 16, in the town of Wabash, 9 feet lift of cut stone. The stone of which this lock is built is very imperfect, and wholly unfit for lock masonry. By frequent repairs, this lock may be made to stand 8 or 10 years. The wing wall forming the tumble, has fallen down and must be repaired during the ensuing winter. Gates will need rebuilding in 1850.

Culvert No. 60, a rough stone arch of 8 feet chord, badly constructed.

Culvert No. 61, a rough stone arch, 8 feet chord, imperfectly built. This culvert, and the one last described, are insufficient in capacity for the passage of the floods. Injury to the embankments frequently occurs from this cause.

The next structure is flood-gates with stone abutments.

Culvert No. 62, of wood, 5 spans, 12 feet by 2 1/2 feet, submerged.

Road bridge, No. 24 will last 2 years.

Culvert No. 63, an arch of 6 feet chord, built of rough stone; both the material and workmanship are imperfect. It may last 10 or 15 years, but is liable to fall at any time.

Lock No. 17, 6 feet lift, of cut stone. The quality of the stone, and probable durability of the lock, are well represented in the description just given of lock 16; gates will last 2 years.

Culvert No. 64, of wood, 10 feet by 18 inches, submerged.

Culvert No. 65, 12 feet by 2 1/2 feet, built of wood, submerged when there is water in the creek. It is no doubt permanent for 10 or 15 years.

Culvert No. 66, of wood, 10 feet by 18 in., submerged.

Culvert No. 66, of wood, 12 feet by 3 feet, submerged.

Culvert No. 68, of wood, 2 spans, 10 feet by 2 1/2 feet. The whole of the timber may be submerged by an expenditure of five dollars.

Lock No. 18, 6 feet lift, built of timber, upon the wooden crib plan. By renewing the two top courses, the lock may last four years, gates will need renewal in two years.

Culvert No. 69, of wood, 3 spans, 12 feet by 2 1/2, submerged.

Road bridge No. 25 will last two years.

Culvert No. 70, of wood, 3 spans, 12 feet by 2 1/2, submerged.

Lock No. 19, 6 feet lift, of cut stone; stone not durable, beginning to yield to the action of the weather. With some repairs may last 8 or 10 years; gates will need renewal in 1849.

Lock No. 20, 6 feet lift, of cut stone, the stone from the same quarry with those just described. The upper courses of one wall, for 2 or 3 feet in height is much dilapidated, and partly removed. This should be repaired during the ensuing winter. The gates will last 2 years.

Just below lock 20, a feeder is introduced from the Wabash river. This feeder is 15 chains in length, and at its mouth is a guard lock with cut stone abutments, built for the purpose of passing rafts and other floats from the river into the canal, and also to regulate

the flow of water. The feeder is partially filled with drift wood, which must be removed. The lower gates of the guard lock must be renewed next winter.

Wabash dam No. 3, at the town of Peru, erected for the purpose of the feeder just described, is 400 feet long and 11 feet high. A part of this structure is on rock bottom, and part on a coarse gravel. The foundation up to low water is formed of brush and trees, covered with an apron of hewn timber on which is erected a timber crib filled with stone. This dam may be called a safe and permanent structure, with the exception of the abutments, which are of timber and much decayed. One abutment must be renewed during the present summer, and the other during the next season. A portion of the covering timber, on the lower slope for 20 feet in length, has been washed off and must be renewed during the present low water.

In the guard bank which extends from the dam abutment to the guard lock, and which forms the lower bank of the feeder, there is a series of large wooden culverts, with sliding gates at the upper ends. This structure was erected to pass the surplus water from the pool of the dam to the mill below. It is now found to be in bad condition, the water leaking through and around it. Some expenditure for repairs will doubtless be required during the ensuing year.

Just below the mouth of the feeder is road bridge 26, will last 4 years.

Road bridge No. 27, for the crossing of Broadway, in the town of Peru, requires at once certain repairs, equal to half the cost of a new bridge.

Road bridge No. 28, at Col. Reburn's must be rebuilt in 1848.

Culvert No. 71, of wood, 6 feet by 18 in., submerged.

Culvert No. 72, of wood, 3 feet by 1 foot high, submerged.

Culvert No. 73, for LaFontain's creek. This is a cut stone arch, 15 feet chord, recently rebuilt of stone from the Georgetown quarry. The stone are of excellent quality, and the arch is perfect. The head walls are unfinished, though the stone are prepared for this purpose. To finish the work will cost \$50.

Culvert No. 74, of wood, 12 feet by 2 feet, not entirely submerged, but may be permanently covered with water by an expense of \$15; this should at once be done.

The next structure is lock No. 21, 8 feet lift, 4 miles below Peru. This lock is built upon the wooden frame plan, was erected in 1837; the caps and upper timbers are decayed, by renewing which, the lock will answer one or two years longer. Gates will last 4 years.

Culvert No. 75, of wood, 10 feet by 18 in., submerged.

Road bridge No. 29, will need rebuilding in 1849.

Road bridge No. 30, at Lewisburg, should be rebuilt in 1849.

Lock No. 22, 7 feet lift, built upon the wooden frame plan. The frame work and the crib down to the water of lower level,

must be renewed during the ensuing winter; the gates must be rebuilt immediately.

Culvert No. 76, rough stone arch, 8 feet chord.

Road bridge No. 31, will last 4 years.

Culvert No. 77, 10 feet by 18 inches, of wood, not entirely submerged. To place it permanently under water will cost \$10.

Culvert No. 78, 6 feet chord, arch built of rough stone. It is imperfect, and probably will have to be rebuilt of better stone in a few years.

Flood gates with wooden abutments, solid rock bottom, must be rebuilt in 1849.

Culvert 79, of wood, 10 feet by 18 inches, submerged.

Lock 23, 8 ft. lift, built upon the combined plan—will require new caps with new uprights, and planking from the top three feet down, during the ensuing winter. The gates must be renewed in 1849.

Road bridge 32, requires two new stringers and half new floor, with this repair it will last six years.

Culvert 86, of wood, 10 feet by 18 inches, submerged.

Culvert 81, of wood, 6 feet by 18 inches, submerged.

Culvert 82, of wood, 6 feet by 18 inches, submerged.

Culvert 83, a very small wooden culvert, put in as a land drain, submerged.

Culvert 84, of wood, 10 feet by 18 inches, submerged.

Culvert 85, of wood, 6 feet by 18 inches, submerged.

Lock 24, 7 feet lift, built of cut stone, imperfectly made, leaks very much, with some repairs it may answer the purpose of a lock for many years. The gates will last three years. This lock is in the town of Logansport.

Aqueduct 5, over Eel river, wooden trunk of 5 spans, 50 feet each, resting on stone abutments and piers, built on solid rock foundation. The stone of durable quality. The trunk was rebuilt last year and the whole structure may be considered permanent for 8 or 10 years to come.

Within the town of Logansport there are three road bridges, nos. 33, 34, and 35, all of which need rebuilding within the next year.

Culvert 86, of wood, 10 feet by 18 inches, submerged.

Lock 25, lift 9 feet, built of cut stone; the stone from Lasselle's quarry, of very inferior quality, soft and perishable, wholly unfit for lock walls.

The walls of this lock are much dilapidated, the portion of wall from the lower gates around to the end of the wing walls, will probably require to be rebuilt next spring at a cost of some \$2,500. Other portions must be renewed soon, until the whole walls are rebuilt; the gates will last two years.

Road bridge 36 must be rebuilt during the next winter.

Lock 26, 9 feet lift, of cut stone, from the same quarry with that in the lock just described. The wall below the lower gates was rebuilt of good stone, during the last winter and spring. Some further repairs will be required next winter, and within a

few years the entire balance of the lock wall must be rebuilt; gates are one year old.

Culvert 87. Rough stone arch, 8 feet chord, built of imperfect stone. The arch leaks considerably, but may stand for several years.

Culvert 88, 10 feet chord; the arch was built last winter of cut stone from the Georgetown quarry, of excellent quality; head wall at lower end not built, to finish the work will cost \$75.

Culvert 89, to pass water to Lessell's mill, of wood, submerged.

Culvert 90, of wood, 10 feet by 18 inches, submerged.

Road bridge 37, with new floor may last three or four years.

Culvert 91, at the Georgetown stone quarry, built of wood, 2 spans, 12 feet by 2 feet, to submerge it fully will cost \$10.

Culvert 92, of wood, 6 feet by 18 inches, submerged.

Culvert 93, a small wooden culvert, submerged.

Road bridge 38, should be rebuilt in 1849.

Aqueduct 6, over Crooked creek, one span of 28 feet resting on stone abutments; trunk of wood, must be rebuilt during the ensuing winter.

Lock 27, 8 feet lift, built of cut stone from Georgetown quarry. The stone are durable but the workmanship very imperfect. The gates are two years old.

Road bridge 39, may last three years.

Culvert 94, of wood, 2 spans, 12 feet wide and 2 feet high, submerged.

Culvert 95, of wood, 6 feet wide 18 inches high, submerged.

Road bridge 40, will last three years.

Culvert 96, of wood, 6 feet by 18 inches, submerged.

Culvert 97, 8 feet by 18 inches, of wood, submerged.

Road bridge 41, will last three years.

Culvert 98, of wood, 6 feet wide by 18 in. high, not entirely submerged.

Culvert 99, of wood, 2 spans, each 10 feet by 18 inches high, submerged.

Culvert 100, over Burnett's creek, an arch of 20 feet chord, built of hammer dressed stone, in good repair excepting the ring stone at each end, a part of which are of soft stone and are falling to pieces.

Lock 28, 10 feet lift, built upon the combined plan, the plank facing renewed last winter, the gates also new.

Road bridge 41, will last 2 or 3 years.

Lock 29, 9 feet lift, built upon the combined plan, needs immediately new caps and new planking for 3 feet next the top, gates are new.

Road bridge 43 will last 3 years.

Culvert 101, of wood, 10 feet by 18 inches, submerged.

Culvert 102, of wood, 10 feet by 18 inches, submerged.

Lock 30, 7 feet lift, built upon the wooden crib plan. During the ensuing winter the top course and part of the second course, with some of the upper planking should be renewed; with these repairs the lock may last 4 years. Gates one year old.

To be continued.

**DIRECT ACTION ENGINES
FOR STEAMBOATS.****THE PATENT DOUBLE CYLINDERS,**

AND ALSO

THE ANNULAR RING PISTON ENGINES,
of Messrs. Maule & Sons & Field, of London,
may be built in the United States, under license,
which can be obtained of their agent.

THOMAS PROSSER, C. E.,
28 Platt street, New York.

May 6, 1848.

**WILLIAM JESSOP & SONS,
CELEBRATED CAST-STEEL.**

The subscribers have on hand, and are constantly
receiving, from their manufactory,

PARK WORKS, SHEFFIELD,

Double Refined Cast Steel—Square, flat & octagon.
Best warranted Cast Steel—Square, flat & octagon.
Best Double and Single Shear Steel—Warranted.
Machinery Steel—Round.

Best and 2d gy. Sheet Steel—for Saws and other
purposes.

German Steel—flat and sq., "W. I. & S." "Eagle"
and "Goat" Stamps.

Genuine "Sykes," L. Blister Steel.

Best English Blister Steel, etc., etc., etc.

All of which are offered for sale on the most fa-
vorable terms, by **WM. JESSOP & SONS,**

91 John Street, New York.

Also by their Agents—

Curtis & Hand, 47 Commerce St., Philadelphia.

Alex'r Fullerton, & Co., 119 Milk St., Boston.

Stickney & Beatty, South Charles St., Baltimore.

May 6, 1848.

NEW PATENT CAR WHEELS.

THE SUBSCRIBERS ARE NOW MANU-
facturing Metallic Plate Wheels of their in-
vention, which are pronounced by those that have
used them, a superior article, and the demand for
them has met the most sanguine expectations of the
inventors. Being made of a superior quality of
Charcoal Iron, they are warranted equal to any
manufacture.

We would refer Railroad Companies and others
to the following roads that have them in use. Hart-
ford and New Haven, Connecticut River Railroad,
Housatonic, Harlem, Farmington, and Stonington.

SIZER & CO.
Springfield, Mass.

January 29, 1848.

INDIA RUBBER RAILROAD SPRINGS.

These springs are now generally acknowledged
to be far superior to steel. They are very much
lighter—their power is more easily regulated—they
are more elastic, and yet possess great strength, and
they always retain their elasticity, and are not affect-
ed by extremes of cold or heat. The very easy mo-
tion which a Car possesses when fitted with these
springs is at once perceptible. They are equally
applicable to Engines and Tenders.

Railroad and other companies are requested to
notice that the Patent for these springs was granted
to **W. C. Fuller** by the United States Government,
and that any parties vending or using such springs,
without his license, infringe upon his Patent, and
will be proceeded against for so doing.

G. M. KNEVITT, Agent for the Patent.

78 Broad St., New York.

July 15, 1848.

TO RAILROAD CONTRACTORS, NASH-
VILLE AND CHATTANOOGA Railroad.

On the 1st of August next Proposals will be received
at the Railroad Office in Nashville, for the Gradu-
ation and Masonry of Forty Miles of the Nashville
and Chattanooga Railroad, comprising a large am't
of rock excavation, and One Tunnel of Seven Hun-
dred Yards in Length.

CHARLES F. M. GARNETT,
Chief Engineer.

5037

RAILROAD IRON AND LOCOMOTIVE

Tyres imported to order and constantly on hand
by **A. & G. RALSTON**

Mar. 20th

4 South Front St., Philadelphia.

MATTEWAN MACHINE WORKS.

THE MATTEWAN COMPANY HAVE
added to their Machine Works, an extensive
LOCOMOTIVE ENGINE department, and are prepared
to execute orders for *Locomotive Engines* of every
size and pattern—also, *Tenders, Wheels, Axles,* and
other Railroad Machinery, to which they ask the at-
tention of those who wish such articles, before they
purchase elsewhere.

STATIONARY ENGINES, BOILERS, ETC.,
Of any required size or pattern, arranged for driv-
ing *Cotton, Woollen, or other Mills,* can be had on
favorable terms, and at short notice.

COTTON AND WOOLLEN MACHINERY,
Of every description, embodying all the modern im-
provements, second in quality to none in this or any
other country, made to order.

MILL GEARING,

Of every description, may be had at short notice, as
this company has probably the most extensive as-
sortment of patterns in this line, in any section of
the country, and are constantly adding to them.

TOOLS.

Turning Lathes, Slabbing, Planing, Cutting, and
Drilling Machines, of the most approved patterns,
together with all other tools required in machine
shops, may be had at the Mattewan Company's
Shops, Fishkill Landing, or at

39 Pine Street, New York.
WM. B. LEONARD, Agent.

FAIRBANKS' RAILROAD SCALES.

THE SUBSCRIBERS ARE PREPARED TO CONSTRUCT at short
notice, *Railroad and Depot Scales,* of any desired
length and capacity. Their long experience as ma-
nufacturers—their improvements in the construction
of the various modifications, having reference to
strength, durability, retention of adjustment, accu-
racy of weight and despatch in weighing—and the
long and severe tests to which their scales have been
subjected—combine to ensure for these scales the uni-
versal confidence of the public.

No other scales are so extensively used upon Rail-
roads, either in the United States or Great Britain;
and the manufacturers refer with confidence to the
following in the United States.

Eastern Railroad,	Boston and Maine R. R.,
Providence Railroad,	Providence & Wor. R.R.,
Western Railroad,	Concord R. R.,
Old Colony Railroad,	Fitchburg R. R.,
Schenectady Railroad,	Syracuse and Utica R. R.,
Baltimore & Ohio Road,	Baltimore & Susq. R. R.,
Phila. & Reading Road,	Schuylkill Valley R. R.,
Central (Ga.) Railroad,	Macon and Western R.R.,
New York and Erie Railroad;	

and other principal Railroads in the Western, Mid-
dle and Southern States.

E. & F. FAIRBANKS & CO.

St. Johnsbury, Vt.

Agents: **FAIRBANKS & Co.,** 81 Water st., N. York.

A. B. NORRIS, 196 Market st., Philad.

April 22, 1848. 1y*17

PATENT HAMMERED RAILROAD, SHIP
and Boat Spikes.

The Albany Iron and Nail Works have always on hand, of their own manufac-
ture, a large assortment of Railroad, Ship and Boat
Spikes, from 2 to 12 inches in length, and of any form
of head. From the excellence of the material al-
ways used in their manufacture, and their very gen-
eral use for railroads and other purposes in this coun-
try, the manufacturers have no hesitation in warrant-
ing them fully equal to the best spikes in market,
both as to quality and appearance. All orders ad-
dressed to the subscriber at the works, will be prompt-
ly executed.

JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of
Ernstus Corning & Co., Albany; Hart & Merritt,
New York; J. H. Whitney, do.; E. J. Ewing, Phil-
adelphia; Wm. E. Coffin & Co., Boston. 1y45

THE SUBSCRIBERS ARE PREPARED TO
execute orders at their Phoenix Works for Rail-
road Iron of any required pattern, equal in quality
and finish to the best imported.

REEVES, BUCK & CO.,

Philadelphia.

ROBERT NICHOLS, Agent,

No. 79 Water St., New York.

CHILLED RAILROAD WHEELS.—THE
undersigned are now prepared to manufacture
their Improved Corrugated Car Wheels, or Wheels
with any form of Spokes or Disks, by a new process
which prevents all strain on the metal, such as is
produced in all other chilled wheels, by the man-
ner of casting and cooling. By this new method of
manufacture, the hubs of all kinds of wheels may
be made whole—that is, without dividing them into
sections—thus rendering the expense of banding un-
necessary; and the wheels subjected to this process
will be much stronger than those of the same size
and weight, when made in the ordinary way.

A. WHITNEY & SON,
Willow St. below 13th,
Philadelphia, Penna.

Nov. 10, 1847. [if.]



THE SUBSCRI-
ber has on hand
a good assortment of
his best Leveling and
Surveying Instru-
ments, among them
his improved Com-
pass for taking angles
without the needle—
also Bells, suitable
for Churches, Rail-
road Depots, etc.

ANDREW MENEELY.

West Troy, May 12, 1847.

1y*21

PATENT RAILROAD, SHIP AND BOAT

Spikes. The Troy Iron and Nail Factory keeps
constantly for sale a very extensive assortment of
Wrought Spikes and Nails, from 3 to 10 inches,
manufactured by the subscriber's Patent Machinery,
which after five years' successful operation, and now
almost universal use in the United States (as well
as England, where the subscriber obtained a patent)
are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes
having countersink heads suitable to holes in iron
rails, to any amount and on short notice. Almost
all the railroads now in progress in the United States
are fastened with Spikes made at the above named
factory—for which purpose they are found invalua-
ble, as their adhesion is more than double any com-
mon spikes made by the hammer.

All orders directed to the Agent, Troy, N. York
will be punctually attended to.

HENRY BURDEN, Agent

Spikes are kept for sale, at Factory Prices, by
& J. Townsend, Albany, and the principal iron mer-
chants in Albany and Troy; J. I. Brower, 222 Water
St., New York; A. M. Jones, Philadelphia; T. Jar-
vis, Baltimore; Degrand & Smith, Boston.

Railroad Companies would do well to forward
their orders as early as practicable, as the subscriber
is desirous of extending the manufacturing as as to
keep pace with the daily increasing demand.

1y45

TO LOCOMOTIVE AND MARINE EN-

gine Boiler Builders. **Pascal Iron Works,**
Philadelphia. Welded Wrought Iron Flues, suit-
able for Locomotives, Marine, and other Steam En-
gine Boilers, from 2 to 5 inches in diameter. Also,
Pipes for Gas, Steam and other purposes; extra
strong Tube for Hydraulic Presses; Hollow Pis-
tons for Pumps of Steam Engines, etc. Manufac-
tured and for sale by

MORRIS TASKER & MORRIS,

Warehouse S. E. corner 3d and Walnut Sts., Phila-
delphia. 1y

CHILLED RAILROAD WHEELS.—THE

undersigned, the *Original Inventor* of the *Plate*
Wheel with solid hub, is prepared to execute all or-
ders for the same, promptly and faithfully, and soli-
cits a share of the patronage for those kind of wheels
which are now so much preferred, and which he ori-
ginally produced after a large expenditure of time
and money.

A. TIERS,

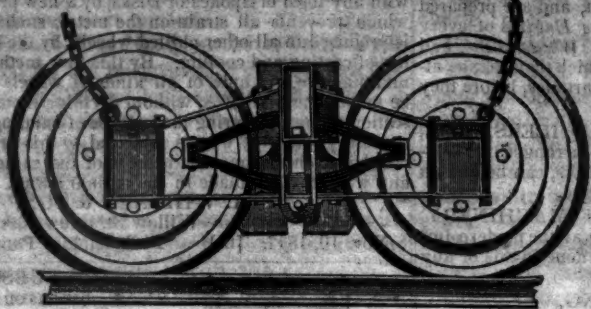
Point Pleasant Foundry,

He also offers to furnish Rolling Mill Castings,
and other Mill Gearing, with promptness, having,
he believes, the largest stock of such patterns to be
found in the country.

Kensington, Philadelphia Co.,
March 12, 1848. 1y

RAY'S EQUALIZING RAILWAY TRUCK.—THE SUBScri-

bor having recently formed a business connection in the City of New



York, expressly for the manufacture of the newly patented and highly approved Railroad Truck of Mr. Fowler M. Ray, is ready to receive orders for building the same, from Railroad Companies and Car Builders in the United States, and elsewhere.

The above Truck has now been in use from one to two years on several roads a sufficient length of time to test its durability, and other good qualities, and to satisfy those who have used it, as may be seen by reference to the certificates which follow this notice.

There have been several improvements lately introduced upon the Truck, such as additional springs in the bolster of passenger cars, making them delightful riding cars—adapting it to tenders, trucks forward of the locomotive, and freight cars, which, with its original good qualities, make it in all respects the most desirable truck now offered to the public.

Orders for the above, will, for the present, be executed at the New York Screw Mill, corner 33d street and 3d avenue, (late P. Cooper's rolling mills) and at the Steam Engine Shop of T. F. Secor & Co., foot of 9th street, East

river, (of which firm the subscriber was late a partner) under the immediate supervision of Mr. Ray himself.

Several sets of trucks containing the latest improvements have recently been turned out for the New York and Erie railroad, and the New Jersey Transportation company, which may be seen upon said roads.

The patronage of Railroad Companies and Car Builders is respectfully solicited.

New York, May 4, 1846.

W. H. CALKINS, and Others.

To all whom it may concern:—This is to certify that the New Haven, Hartford and Springfield railroad co., have had in use six sets of F. M. Ray's patent trucks for the last 20 months, during which time it appears to me, they have proved to be the best and most economical truck now in use.

(Signed,)

WILLIAM ROE, Sup't of Power.

I certify that F. M. Ray's Patent Equalizing Railroad Truck has been in use on the Philadelphia and Reading railroad for some time past, under a passenger car.

For simplicity of construction, economy in cost, lightness of material, and extreme ease of motion, I consider it the best truck we have ever used. Its peculiar make also renders it less liable to be thrown off the track, when passing over any obstruction. We intend using it extensively under the passenger and freight cars of the above road.

Reading, Pa., October 6, 1845.

(Signed,)

G. A. NICOLL,

Sup't Transportation, etc., Philadelphia and Reading Railroad. To all whom it may concern:—This is to certify that the N. Jersey Railroad and Transportation company have used Fowler M. Ray's Truck for the last seven months, during which time it has operated to our entire satisfaction. I have no hesitation in saying that it is the simplest and most economical truck now in use.

(Signed,)

T. L. SMITH,

Jersey City, November 4, 1845. N. Jersey Railroad and Transp. Co.

This is to certify that F. M. Ray's Patent Equalizing Railroad Truck has been in use on the Long Island railroad for the last year, under a freight car.

For simplicity of construction, economy in cost, lightness of material and ease of motion, I consider it equal to any truck we have in use.

Long Island Railroad Depot,

(Signed,)

JOHN LEACH,

Jamaica November 12, 1845.

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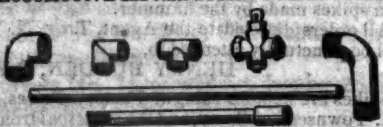
Sup't Motive Power.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T. L., and other fixtures to suit, fitting together with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by

MORRIS, TASKER & MORRIS.

Warehouse S. E. Corner of Third & Walnut Streets, PHILADELPHIA.

MANUFACTURE OF PATENT WIRE

Rope and Cables for Inclined Planes, Standing Ship Rigging, Mines, Cranes, Tillers etc., by JOHN A. ROEBLING, Civil Engineer, Pittsburgh, Pa.

These Ropes are in successful operation on the planes of the Portage Railroad in Pennsylvania, on the Public Slips, on Ferries and in Mines. The first rope put upon Plane No. 3, Portage Railroad, has now run 4 seasons, and is still in good condition.

NICOLL'S PATENT SAFETY SWITCH

for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

ja45

G. A. NICOLLS,

Reading, Pa.

RAILROAD SCALES.—THE ATTENTION

of Railroad Companies is particularly requested to Ellicott's Scales, made for weighing loaded cars in trains, or singly, they have been the inventors, and the first to make platform scales in the United States; supposing that an experience of 20 years has given a knowledge and superior advantage in the business.

The levers of our scales are made of wrought iron, all the bearers and fulcrums are made of the best cast steel, laid on blocks of granite, extending across the pit, the upper part of the scale only being made of wood. E. Ellicott has made the largest Railroad Scale in the world, its extreme length was one hundred and twenty feet, capable of weighing ten loaded cars at a single draft. It was put on the Mine Hill and Schuylkill Haven Railroad.

We are prepared to make scales of any size to weigh from five pounds to two hundred tons.

ELLICOTT & ABBOTT.

Factory, 9th street, near Coates, cor. Melon st.

Office, No. 3 North 5th street,

Philadelphia, Pa.

LAP-WELDED WROUGHT IRON TUBES

FOR

TUBULAR BOILERS,

FROM 1 1-2 TO 6 INCHES DIAMETER.

These Tubes are of the same quality and manufacture as those so extensively used in England, Scotland, France and Germany, for Locomotive, Marine and other Steam Engine Boilers.

THOMAS PROSSER,

Patentee.

28 Platt street, New York.

LAWRENCE'S ROSENDALE HYDRAULIC Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Flooms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight paper-barrels, by JOHN W. LAWRENCE,

142 Front street, New York.

Orders for the above will be received and promptly attended to at this office.

TO RAILROAD COMPANIES AND MANUFACTURERS OF RAILROAD MACHINERY.

The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,

a45 N. E. cor. 12th and Market sts., Philad., Pa.

THE NEWCASTLE MANUFACTURING

Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gear-ing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY,

a45 President of the Newcastle Manuf. Co.

NORWICH CAR FACTORY, NORWICH, CONNECTICUT.

At the head of navigation on the River Thames, and on the line of the Norwich and Worcester Railroad, established for the manufacture of

RAILROAD CARS, OF EVERY DESCRIPTION, VIZ: PASSENGER, FREIGHT AND HAND CARS,

ALSO, VARIOUS KINDS OF ENGINE TENDERS AND SNOW PLOUGHS, TRUCKS, WHEELS & AXLES.

Furnished and fitted at short notice.

Orders executed with promptness and despatch.

Any communication addressed to

JAMES D. MOWRY,

General Agent,

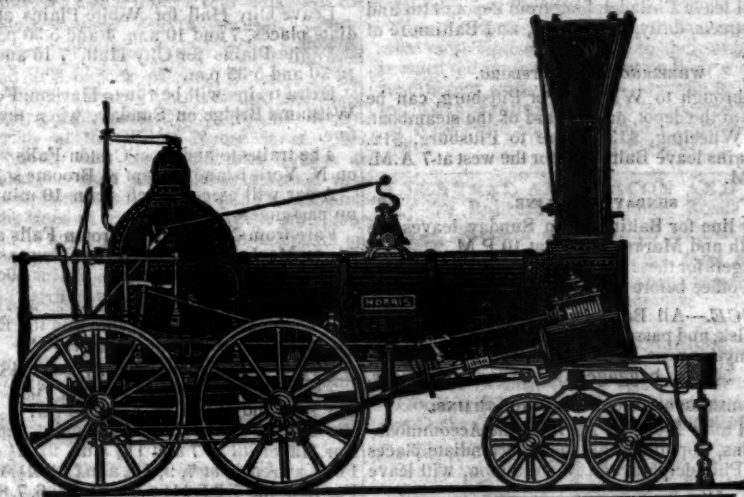
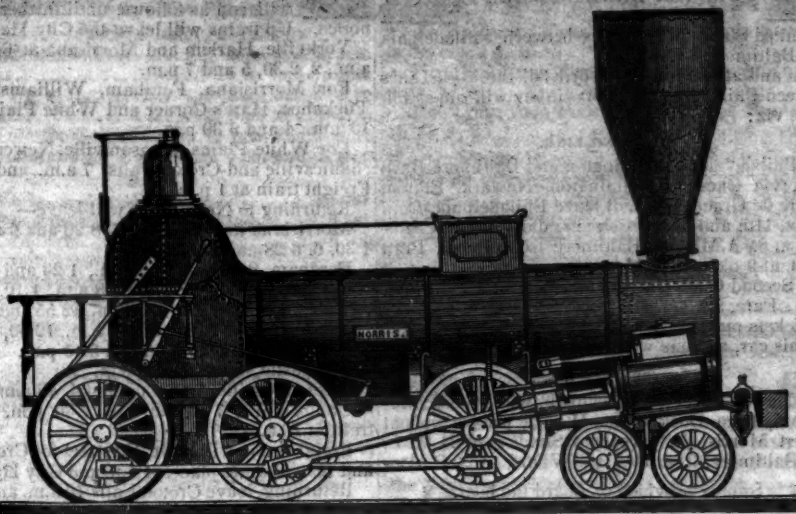
Norwich, Conn.,

Will meet with immediate attention.

1y8

NORRIS' LOCOMOTIVE WORKS.

BUSHHILL, SCHUYLKILL SIXTH-ST., PHILADELPHIA,



THE UNDERSIGNED Manufacture to order Locomotive Steam Engines of any plan or size. Their shops being enlarged, and their arrangements considerably extended to facilitate the speedy execution of work in this branch, they can offer to Railway Companies unusual advantages for prompt delivery of Machinery of superior workmanship and finish.

Connected with the Locomotive business, they are also prepared to furnish, at short notice, Chilled Wheels for Cars of superior quality.

Iron and Brass castings, Axles, etc., fitted up complete with Trucks or otherwise.

NORRIS' BROTHERS.

MACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Paterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR, Paterson, N. J., or 60 Wall street, N. York.

PIG AND BLOOM IRON.—THE SUBSCRIBERS are agents for the sale of numerous brands of Charcoal and Anthracite Pig Iron, suitable for Machinery, Railroad Wheels, Chains, Hollowware, etc. Also several brands of the best Puddling Iron, Juniatta Blooms suitable for Wire, Boiler Plate, Axe Iron, Shovels, etc. The attention of those engaged in the manufacture of Iron is solicited by

A. WRIGHT & NEPHEW, Vine St. Wharf, Philadelphia.

T. & C. WASON, Manufacturers of every style of Freight and Baggage Cars.—Forty rods east of the depot, Springfield, Mass.

Running parts in sets complete, Wheels, Axles, or any part of cars furnished and fitted up at short notice and in the best manner.

N.B. Particular attention paid to the manufacture of the most improved Freight Cars. We refer to the New Haven, Hartford and Springfield; Connecticut River; Harlem; Housatonic, and Western, Mass., Railroads, where our cars are now in constant use.

Dec. 25, 1847.—1y.

SPRING STEEL FOR LOCOMOTIVES, Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1½ to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent, Albany Iron and Nail Works,

IMPORTANT TO ENGINEERS, CONTRACTORS, AND SURVEYORS.—The Engineer's, Contractor's and Surveyor's Pocket Table Book, by J. M. Scribner, A. M., 264 pages, 24 mo; tuck binding, with gilt edge. Published by Huntington & Savage, 216 Pearl street, New York.

The above work comprises Logarithms of Numbers, Logarithmic Sines and Tangents, Natural Sines and Natural Tangents; the Traverse Table, and a full and extensive set of tables, exhibiting at one view the number of cubic yards contained in any embankment or cutting, and for any base or slope of sides usual in practice. Besides these essential tables, the work comprises 50 pages more of Mensuration, Tables, Weights of Iron, Strength of Materials, Formulas, Diagrams, etc., for laying out railroads, canals and curves; much of which has never before been offered to the public, and all dispensable to the engineer. This book will prove a great saving of time, and will enable the new beginner to furnish results as accurately (and with much greater rapidity) as the most experienced in the profession without its aid. The tables of Logarithms, etc., have been carefully corrected and compared with different editions of the same tables; and all the tables throughout the book have been read carefully by proofs four times; hence the most implicit confidence may be placed in their correctness.

Also, *Scribner's Engineer's and Mechanic's Companion*, new edition, 264 pages, enlarged, with 35 pages of entirely new matter, and much improved throughout.

It is believed these books are so well adapted to suit the above professions, that they cannot afford to do without them, and that they will aid in rewarding well directed mental labor.

Both are for sale by all the principal booksellers throughout the United States and Canada.

WESTERN RAILROAD.—ON AND AFTER Monday, April 5, 1847, the passenger trains will leave daily, Sunday excepted, as follows:

Boston at 8 a. m. and 4 p. m. for Albany. Albany at 7 1-4 a. m. and 5 p. m. for Boston. Springfield at 8 1-2 a. m. and 1 p. m. for Albany. Springfield at 8 1-2 a. m. and 1 1-2 and 3 p. m. (or on arrival of the train from New York) for Boston. Day line to New York, via Springfield.—The steamboat train leaves Boston at 6 a. m., and arrives in New York at 7 p. m., by the steamboat Traveler, New York, or Champion. Returning, leaves New York at 6 1-4 a. m., and arrives in Boston at 7 p. m.

Night line to New York.—Leaves Boston at 4 p. m., and arrives in New York at 5 a. m.

Albany and Troy.—Leave Boston at 8 a. m., Springfield at 1 p. m., and arrive in Albany at 6 p. m.; or, leave Boston at 4 p. m., Springfield next morning at 8 1-2, and arrive in Albany at 1 1-2 p. m. The Troy trains connect at Greenbush.

The trains for Buffalo leave at 7 a. m. and 7 p. m. For Northampton, Greenfield, etc.—The trains of the Connecticut River Railroad leave Springfield at 8 1-4 a. m., 1 and 3 p. m., and passengers proceed directly on to Brattleboro', Windsor, Bellows Falls, Walpole, Hanover, Haverhill, etc.

For Hartford.—The trains leave Springfield on the arrival of the trains from Boston.

The trains of Pittsfield and North Adams Railroad leave Pittsfield on the arrival of the trains from Boston.

N. B.—No responsibility assumed for any baggage by the passenger trains, except for wearing apparel not exceeding the value of fifty dollars, unless by special agreement.

JAMES BARNES, Sup't and Eng'r. C. A. SEAD, Agent, 27 State street, Boston.

GEORGIA RAILROAD. FROM AUGUSTA to ATLANTA—171 MILES.
AND WESTERN AND ATLANTIC RAILROAD FROM ATLANTA TO DALTON, 100 MILES.

This Road in connection with the South Carolina Railroad and Western and Atlantic Railroad now forms a continuous line, 408 miles in length, from Charleston to Dalton (Cross Plains) in Murray county, Ga.—39 miles from Chattanooga, Tenn.

RATES OF FREIGHT.		Between Augusta and Dalton.	Between Charleston and Dalton.
		271 miles.	408 miles.

1st class.	Boxes of Hats, Bonnets, and Furniture, per cubic foot.....	\$0 18	\$0 23
2d class.	Boxes and Bales of Dry Goods, Saddlery, Glass, Paints, Drugs and Confectionary, per 100 lbs.	1 00	1 50
3d class.	Sugar, Coffee, Liquor, Bagging, Rope, Cotton Yarns, Tobacco, Leather, Hides, Copper, Tin, Feathers, Sheet Iron, Hollow Ware, Castings, Crockery, etc.	0 60	0 85
4th class.	Flour, Rice, Bacon, Pork, Beef, Fish, Lard, Tallow, Beeswax, Bar Iron, Ginseng, Mill Gearing, Pig Iron, and Grindstones, etc.....	0 40	0 65
	Cotton, per 100 lbs.....	0 45	0 70
	Molasses, per hogshead.....	8 50	13 50
	" " barrel.....	2 50	4 25
	Salt per bushel.....	0 18	
	Salt per Liverpool sack.....	0 65	
	Ploughs, Corn Shellers, Cultivators, Straw Cutters, Wheelbarrows....	0 75	1 50

German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents per mile.

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight payable at Station.

F. C. ARMS, Sup't. of Transportation.
Augusta, Ga., July 15, 1847. 441y

THE WESTERN AND ATLANTIC Railroad.—This Road is now in operation to Oothcaloga, a distance of 80 miles, and connects daily (Sundays excepted) with the Georgia Railroad.

From Kingston, on this road, there is a tri-weekly line of stages, which leave on the arrival of the cars on Tuesday, Thursday and Saturday, for Warrenton, Huntsville, Decatur and Tusculumbia, Alabama, and Memphis, Tennessee.

On the same days, the stages leave Oothcaloga for Chattanooga, Jasper, Murfreesborough, Knoxville and Nashville, Tennessee.

This is the most expeditious route from the east to any of these places.

CHAS. F. M. GARNETT, Chief Engineer.
Atlanta, Georgia, April 16th, 1846. 1v1

CENTRAL RAILROAD—FROM SAVANNAH to Macon, Distance 190 miles.

This Road is open for the transportation of Passengers and Freight.

Freight.	Rates of Passage, \$8 00. Freight—
On weight goods generally....	50 cts. per hundred.
On measurement goods.....	13 cts. per cubic ft.
On brls. wet (except molasses and oil).....	\$1 50 per barrel.
On brls. dry (except lime)....	80 cts. per barrel.
On iron in pigs or bars, castings for mills, and unboxed machinery.....	40 cts. per hundred.
On hhds. and pipes of liquor, not over 120 gallons.....	\$5 00 per hhd.
On molasses and oil.....	\$6 00 per hhd.

Goods addressed to F. WINTER, Agent, forwarded free of commission. THOMAS PURSE, Gen'l. Sup't. Transportation.

PHILADELPHIA, WILMINGTON & BALTIMORE RAILROAD.—1848.

SUMMER ARRANGEMENT.

United States Mail Lines between Philadelphia and Baltimore. Fare, \$3.

On and after Monday, April 3d, the Mail Lines between Philadelphia and Baltimore will run as follows, viz:

MORNING LINE.

Per Philadelphia, Wilmington and Baltimore Railroad, via Chester, Wilmington, Newark, Elkton, Havre de Grace, etc., will leave Philadelphia, from Depot, 11th and Market streets, daily (except Sunday) at 8½ A.M., and Baltimore from Depot, Pratt street, at 9 o'clock, A.M.

A Second Class Car will be run with the morning line. Fare, \$2.

Tickets must positively be procured at the Office for this car, as none will be sold by the conductors.

AFTERNOON LINE.

Via Newcastle and Frenchtown, will leave Philadelphia, from Dock Street Wharf, per Steamboat Robert Morris, daily (except Sunday) at 2½ P.M., and Baltimore, from Bowly's Wharf, at 2½ P.M.

Supper provided on board the boat.

NIGHT LINE.

Per Philadelphia, Wilmington and Baltimore Railroad, will leave Philadelphia, from depot, 11th and Market streets, daily, at 11 P.M., and Baltimore at 8 P.M.

WHEELING AND PITTSBURG.

Tickets through to Wheeling or Pittsburg, can be procured at the depot, or on board of the steamboat. Fare to Wheeling, \$13. Fare to Pittsburg, \$12.

The trains leave Baltimore for the west at 7 A.M. and 4 P.M.

SUNDAY MAIL LINE.

The only line for Baltimore on Sunday leaves the depot, 11th and Market streets, at 10 P.M.

Passengers for these lines must procure their Tickets at the office before taking their seats in the cars.

NOTICE.—All Baggage by these lines is at its owner's risk, and passengers are expressly prohibited taking anything as baggage, except their wearing apparel. 50 lbs. baggage allowed each passenger.

WILMINGTON ACCOMMODATION TRAINS.

On and after Monday, April 3d, the Accommodation Trains, stopping at all the intermediate places between Philadelphia and Wilmington, will leave as follows, viz:

Leave Philadelphia, from depot 11th and Market streets, daily (Sundays excepted) at 1½ and 4 P.M.

Leave Wilmington, from the depot, Water street, daily (except Sunday) at 7½ A.M. and 4½ P.M.

The Freight Accommodation Train will leave Philadelphia at 7 P.M. and Wilmington at 7 P.M.

The Mail Trains stopping at Chester and Wilmington, leave Philadelphia at 8½ A.M. and 10 P.M.

Wilmington at 1 o'clock, P.M., and 12 midnight. Fare to Wilmington, 50 cts. Fare to Chester, 25 cts.

G. H. HUDDALL, Agent. 1y15

March 23, 1848.

NOTICE.
RAILROAD LINE BETWEEN ALBANY AND BUFFALO, N. Y.

1848.—SCHEDULE FOR RUNNING.—1848.

Going west.	1st train.	2d train.	3d train.
Leaves... Albany....	7½ A.M.	2 P.M.	7 P.M.
Pass..... Utica.....	1 P.M.	7½ P.M.	1½ A.M.
Pass..... Syracuse....	4 P.M.	11 P.M.	5 A.M.
Pass..... Auburn.....	6½ P.M.	1 A.M.	7 A.M.
Pass..... Rochester....	12½ M.N.	7 A.M.	1 P.M.
Arrives at Buffalo....	5½ A.M.	12 M.	6 P.M.
Going east.	1st train.	2d train.	3d train.
Leaves... Buffalo....	7½ A.M.	2 P.M.	7 P.M.
Pass..... Rochester....	12½ M.N.	7 P.M.	12 M.N.
Pass..... Auburn.....	6½ P.M.	1 A.M.	6 A.M.
Pass..... Syracuse....	8½ P.M.	3 A.M.	8 A.M.
Pass..... Utica.....	11 M.N.	7 A.M.	11 A.M.
Arrives at Albany....	5 A.M.	12 M.	4 P.M.

Adopted February 18, 1848, in convention at Albany. (Copy.) T. Y. HOWE, Jr., Secretary of the Convention.

NEW YORK & HARLEM RAILROAD CO.—Summer Arrangement.—On and after Tuesday, June 1st, 1847, the cars

will run as follows, until further notice. Up trains will leave the City Hall for—

Yorkville, Harlem and Morrisana at 6, 8 and 11 a.m., 2, 2 30, 5 and 7 p.m.

For Morrisana, Fordham, Williams' Bridge, Tuckahoe, Hart's Corner and White Plains, 7 and 10 a.m., 4 and 5 30 p.m.

For White Plains, Pleasantville, Newcastle, Mechanicsville and Croton Falls, 7 a.m. and 4 p.m.

Returning to New York, will leave—

Morrisana and Harlem, 7, 8 20 and 9 a.m., 1, 3, 4 30, 6, 6 28 and 8 p.m.

Fordham, 8 08 and 9 15 a.m., 1 20 and 6 15 p.m.

Williams Bridge, 8 and 9 08 a.m., 1 10, 6 08 p.m.

Tuckahoe, 7 38 and 8 25 a.m., 12 55 and 5 52 p.m.

White Plains, 7 10 and 8 35 a.m., 12 50, 5 35 p.m.

Pleasantville, 8 15 a.m. and 5 15 p.m.

Newcastle, 8 a.m. and 5 p.m.

Mechanicsville, 7 48 a.m. and 4 48 p.m.

Croton Falls, 7 30 a.m. and 4 30 p.m. Freight train at 10 a.m.

Freight train will leave 32d street for Croton Falls and intermediate places, 4 a.m. and City Hall 1 p.m.

Returning, leave Croton Falls 10 a.m. and 9½ p.m.

ON SUNDAYS, the trains will run as follows: Leave City Hall for Croton Falls, 7 a.m., 4 p.m.

Croton Falls for City Hall, 7 30 a.m., 4 30 p.m.

Leave City Hall for White Plains and intermediate places, 7 and 10 a.m. 4 and 5 30 p.m.

White Plains for City Hall, 7 10 and 8 35 a.m., 12 30 and 5 35 p.m.

Extra trains will be run to Harlem, Fordham and Williams Bridge on Sunday, when the weather is fine.

The trains to and from Croton Falls will not stop on N. York island, except at Broome st. and 32d st.

A car will precede each train 10 minutes to take up passengers in the city.

Fare from New York to Croton Falls and Somers \$1, to Mechanicsville 87½c., to Newcastle 75c., to Pleasantville 62½c., to White Plains 50c. 25f

BOSTON AND MAINE RAILROAD.
Upper Route, to Portland and the East.

Summer Arrangement.
Commencing July 3d, 1848.

Trains leave Boston as follows, viz:

For Portland at 7 A.M. and 2½ P.M.

For Great Falls at 7 a.m., 2½ and 4½ p.m.

For Haverhill at 7 and 11½ a.m., 2½, 4½ and 6 p.m.

For Lawrence, at 7, 9, 11½ a.m., 2½, 4½, 6, 7 p.m.

For Reading, 7, 9 & 11½ a.m., 2½, 4½, 6, 7, 8½ & 10 p.m.

Trains leave for Boston as follows, viz:

From Portland at 7½ a.m., and 3 p.m.

From Great Falls at 6½ and 9½ a.m., and 4½ p.m.

From Haverhill at 7, 8½ and 11 a.m., 3½ and 6½ p.m.

Lawrence at 6½, 7½, 8½, 11½ a.m., 12½, 3½, 6½ p.m.

Reading at 6, 6½, 7½, 9½, 11½ a.m., 1, 4, 7½, 9, 10 p.m.

MEDFORD BRANCH TRAINS.

From Boston at 6:50, 9½ a.m., 12½, 2½, 5½, 7, 10 p.m.

From Medford at 6:10, 7½, 10½ a.m., 2, 4, 6½, 9½ p.m.

STEAMBOAT TRAINS.

For BANGOR, every Monday, Wednesday and Friday, at 5 p.m.

For HALLOWELL, every Tuesday, Thursday & Saturday, at 7 a.m.

The Depot in Boston is on Haymarket Square.

CHAS. MINOT, Super't.
Boston, July 3d, 1848.

BOSTON AND PROVIDENCE RAILROAD. Summer Arrangement. On and after Monday, April 3, 1848, the

Trains will run as follows: Steamboat Train—Leaves Boston daily, except Sunday, at 5 o'clock p.m.

Accommodation Trains—Leave Boston at 7 and 11 a.m. and 4 p.m., and Providence at 7½ and 11 a.m. and 4½ p.m.

Pawtucket Train—Leaves Boston at 4 p.m. and Pawtucket at 7, 10 a.m.

Dedham Trains—Leave Boston at 8 a.m., and 12½, 3½, 6½ and 9 p.m. Leave Dedham at 7 and 9½ a.m. and 2½, 5½ and 8 p.m.

Stoughton Trains—Leave Boston at 11½ a.m. and 5½ p.m. Leave Stoughton at 7, 10 a.m. and 3½ p.m.

WM. RAYMOND LEE, Sup't.

BALTIMORE AND SUSQUEHANNA RAILROAD.—Reduction of Fare. Morning and

Afternoon Trains between Baltimore and York.—The Passenger

trains run daily, except Sunday, as follows:

Leaves Baltimore at.....9 a.m. and 3 p.m.
 Arrives at.....9 a.m. and 6 p.m.
 Leaves York at.....5 a.m. and 3 p.m.
 Arrives at.....12 p.m. and 8 p.m.
 Leaves York for Columbia at.....1 p.m. and 8 a.m.
 Leaves Columbia for York at.....8 a.m. and 2 p.m.

FARE.

Fare to York.....\$1 50
 " Wrightsville.....2 00
 " Columbia.....2 12 1/2
 Way points in proportion.

PITTSBURG, GETTYSBURG AND HARRISBURG.

Through tickets to Pittsburg via stage to Harrisburg.....\$9
 Or via Lancaster by railroad.....10

Through tickets to Harrisburg or Gettysburg... 3
 In connection with the afternoon train at 3 o'clock, a horse car is run to Green Spring and Owing's Mill, arriving at the Mills at.....5 1/2 p.m.
 Returning, leaves Owing's Mills at.....7 a.m.

D. C. H. BORDLEY, Sup't.

31 ly Ticket Office, 63 North st.

BALTIMORE AND OHIO RAILROAD.

MAIN STEM. The Train carrying the

Great Western Mail leaves Bal-

timore every morning at 7 1/2 and

Cumberland at 8 o'clock, passing Ellicott's Mills,

Frederick, Harpers Ferry, Martinsburgh and Han-

cock, connecting daily each way with—the Wash-

ington Trains at the Relay House seven miles

from Baltimore, with the Winchester Trains at

Harpers Ferry—with the various railroad and

steamboat lines between Baltimore and Philadelphia

and with the lines of Post Coaches between Cum-

berland and Wheeling and the fine Steamboats on

the Monongahela Slack Water between Browns-

ville and Pittsburgh. Time of arrival at both Cum-

berland and Baltimore 5 1/2 P. M. Fare between

those points \$7, and 4 cents per mile for less dis-

tances. Fare through to Wheeling \$11 and time about

36 hours, to Pittsburgh \$10, and time about 32 hours.

Through tickets from Philadelphia to Wheeling

\$13, to Pittsburgh \$12. Extra train daily except

Sundays from Baltimore to Frederick at 4 P. M.,

and from Frederick to Baltimore at 8 A. M.

WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5 1/2 P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. \$13 1/2

NORWICH AND WORCESTER RAILROAD. Summer Arrangement.—1848.

Accommodation Trains daily, (Sundays excepted.)

Leave Norwich, at 6 a. m., 12 m. and 5 p. m.

Leave Worcester, at 6 1/2 and 10 a. m., and 4 1/2 p. m.

connecting with the trains of the Boston and Wor-

cester and Providence and Worcester railroads.

New York & Boston Line. Railroad & Steamers.

Leave New York and Boston, daily, Sundays ex-

cepted, at 5 p. m.—At New York from pier No. 1 N.

River.—At Boston from corner Lincoln and Beach

streets, opposite United States Hotel. The steam-

boat train stops only at Framingham, Worcester,

Danielsonville and Norwich.

Freight Trains leave Norwich and Worcester

daily, Sundays excepted.—From Worcester at 6 1/2 a.

m., from Norwich at 7 a. m.

Fares are Less when paid for Tickets than when

paid in the Cars. 31 ly

S. H. P. LEE, Jr., Sup't.

RAILROAD IRON—2500 TONS HEAVY

R. H. Rail, now landing, and expected shortly to

arrive, for sale on most favorable terms by

DAVIS BROOKS & CO.

July 19th, 1848 63 Broad street, New York.

PHILADELPHIA AND READING RAILROAD.—Passenger Train Arrangement for

1848.

A Passenger Train will leave

Philadelphia and Pottsville daily, except Sundays,

at 9 o'clock A. M.

The Train from Philadelphia arrives at Reading

at 12 18 M.

The Train from Pottsville arrives at Reading at

10 43 A. M.

Fares. Miles. No. 1. No. 2.

Between Phila. and Pottsville, 92 \$3-50 and \$3-00

" " Reading, 68 2-25 and 1-90

" Pottsville " 34 1-40 and 1-20

Five minutes allowed at Reading; and three at

other way stations.

Passenger Depot in Philadelphia corner of Broad

and Vine streets. 8th

SOUTH CAROLINA RAILROAD.—A

Passenger Train runs daily from Charleston,

on the arrival of the boats from

Wilmington, N. C., in connection

with trains on the Georgia, and Western and Atlan-

tic Railroads—and by stage lines and steamers con-

nects with the Montgomery and West Point, and

the Tusculum Railroad in N. Alabama.

Fare through from Charleston to Montgomery

daily.....\$26 50

Fare through from Charleston to Huntsville,

Decatur and Tusculum.....23 00

The South Carolina Railroad Co. engage to re-

ceive merchandize consigned to their order, and to

forward the same to any point on their road; and to

the different stations on the Georgia and Western

and Atlantic railroad; and to Montgomery, Ala., by

the West Point and Montgomery Railroad.

JOHN KING, Jr., Agent.

CENTRAL AND MACON AND WEST-

CERN RAILROADS, Ga.—These Roads with the

Western and Atlantic Railroad

of the State of Georgia, form a

continuous line from Savannah to Oothcaloga, Ga.,

of 371 miles, viz:

Savannah to Macon—Central Railroad.....190

Macon to Atlanta—Macon and Western.....101

Atlanta to Oothcaloga—Western and Atlantic.....80

Goods will be carried from Savannah to Atlanta

and Oothcaloga, at the following rates, viz:

On Weight Goods—Sugar, Coffee, Liqueur, Bagging, Rope,

Butter, Cheese, Tobacco,

Leather, Hides, Cotton

Yarns, Copper, Tin, Bar &

Sheet Iron, Hollow Ware &

Castings.....\$0 50

Flour, Rice, Bacon in Casks

or boxes, Pork, Beef, Fish,

Lard, Tallow, Beeswax, Mill

Gearing, Pig Iron and Grind

Stones.....0 50

On Measurement Goods—Boxes

of Hats, Bonnets and Fur-

niture, per cubic foot.....0 20

Boxes and Bales of Dry Goods,

Saddlery, Glass, Paints,

Drugs and Confectionary,

per cubic foot.....0 20 pr. 100 lbs. 35

Crockery, per cubic foot.....0 15 " " 35

Molasses and Oil, per hhd.,

(smaller casks in proportion). 9 00

Ploughs, (large), Cultivators,

Corn Shellers, and Straw

Cutters, each.....1 25

Ploughs, (small), and Wheel-

barrows.....0 80

Salt, per Liverpool Sack.....0 70

Passage—Savannah to Atlanta, \$10; Children,

under 12 years of age, half price,

Savannah to Macon, \$7.

Goods consigned to the subscriber will be for-

warded free of Commissions.

Freight may be paid at Savannah, Atlanta

or Oothcaloga.

F. WINTER, Forwarding Agent, C. R. R.

Savannah, Aug. 15th, 1848.

NEW YORK ANDERIE RAILROAD LINE.

SUMMER ARRANGEMENT. For passen-

gers, twice each way daily,

(except Sunday,) leave New

York from the foot of Duane St. at 7 o'clock, A. M.

and at 4 o'clock, P. M. by steamboat, for Piermont,

thence by cars to Ramapo, Monroe, Chester, Go-

shen, Middletown, Otisville, and the intermediate

stations.

The return trains for New York will leave Otis-

ville at 6 30, A. M. and 4 15, P. M.; Middletown at

7 A. M. and 4 40, P. M.; Goshen at 7 23, A. M. and

5 3, P. M.; Chester at 7 35, A. M. and 5 19, P. M.

Fare between New York and Otisville, \$1 50;

way-fare in proportion.

For New York—Leave Otisville at 5 1/2 o'clock, morn-

ing and evening.

For Piermont—The barges "Samuel Marsh and

"Henry Suydam, Jr." will leave New York (from

the foot of Duane St.) at 5 o'clock, P. M. daily (ex-

cept Sundays.)

No freight will be received in New York after 5

o'clock, P. M.

Freight for New York will be taken by the trains

leaving Otisville at 10 1/2 o'clock, A. M.; Middletown

at 11 1/2, A. M.; Goshen at 12 1/2, P. M.; Chester at 1

o'clock, P. M., etc., etc.

For further particulars, apply to J. F. CLARK-

SON, Agent, corner of Duane and West Sts., New

York, or to S. S. POST, Superintendent Transport-

ation, Piermont.

H. C. SEYMOUR, Sup't.

LITTLE MIAMI RAILROAD COMPANY.

Fall and Winter Arrangement, 1847. On and

after Monday, September 20th,

until further notice, a Passenger

train will run as follows:

Leave Cincinnati daily at 9 A. M., for Milford,

Foster's Crossing, Deerfield, Morrow, Fort Ancient,

Freeport, Waynesville, Spring Valley, Xenia, Yel-

low Springs, and Springfield. Returning, will leave

Springfield at 4 1/2 a.m. Upward train arrives at

Cincinnati at 10 1/2 a.m.

Freight trains will run each way daily.

Messrs. Neil, Moore & Co. are running the fol-

lowing stage lines in connection with the road:

A daily line from Xenia to Columbus and Wheel-

ing, carrying the great Eastern mail.

Daily lines from Springfield to Columbus, Zanes-

ville and Wheeling. Also to Urbana and Bellefont-

aine.

A line of Hacks runs daily in connection with

the train between Deerfield and Lebanon.

Passengers leaving for New York and Boston, ar-

rive at Sandusky city via Urbana, Bellefontaine &

the Mad River and Lake Erie railroad, in 27 hours,

including several hours' sleep at Bellefontaine. To

the same point via Columbus, Delaware, Mansfield

and the Mansfield and Sandusky city railroad, is 33

hours. Distance from Cincinnati to Springfield by

railroad.....64 miles.

From Springfield to Bellefontaine by stage,

over a good Summer road.....32 "

From Bellefontaine to Sandusky city by

railroad.....103 "

Fare—From Cincinnati to Lebanon.....\$1 00

" " " " Xenia.....1 50

" " " " Springfield.....2 00

" " " " Columbus.....4 00

" " " " Sandusky city 7 00

The Passenger trains runs in connection with

Strader & Gorman's line of Mail Packets to Louis-

ville.

Tickets can be procured at the Broadway Hotel,

Dennison House, or at the Depot of the Company

on East Front street.

Further information and through tickets for the

Stage lines, may be procured at P. Campbell, Agent

on Front street, near Broadway.

The company will not be responsible for baggage

beyond 50 dollars in value, unless the same is re-

turned to the conductor or agent, and freight paid at

of a passage for every \$500 in value over that

amount.

W. H. CLEMENT, Sup't.

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved Spark-Arrester recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger & freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

R. L. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. McKee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, care Messrs. Baldwin & Whitney, of this city, will be promptly executed.

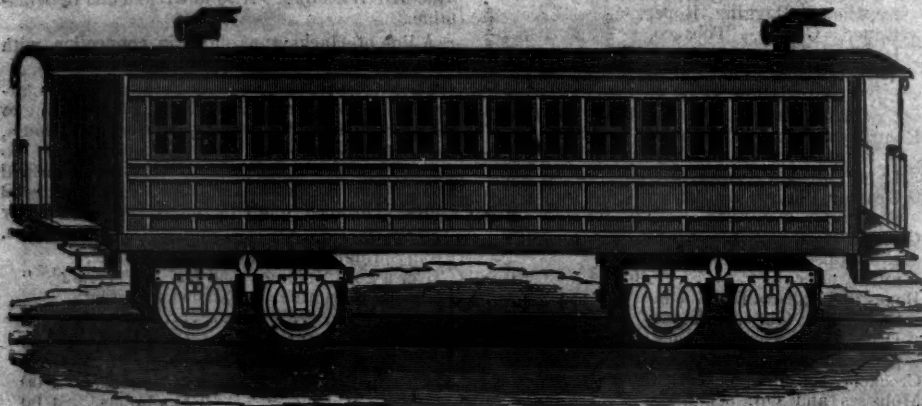
N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

*. The letters in the figures refer to the article given in the Journal of June, 1844.

ja45

DAVENPORT & BRIDGES'

CAR WORKS, CAMBRIDGEPORT, MASS.



Manufacture to Order, Passenger and Freight Cars of every description, and of the most improved pattern; also furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices.

All orders punctually executed and forwarded to any part of the country.

Our Works are within fifteen minutes ride from State street, Boston—Omnibuses pass every fifteen minutes.

THE SUBSCRIBER IS PREPARED TO execute at the Trenton Iron Works, orders for Railroad Iron of any required pattern, and warranted equal in every respect in point of quality to the best American or imported Rails. Also on hand and made to order, Bar Iron, Braziers' and Wire Rods, etc., etc.

PETER COOPER,

1y10

17 Burling Slip, New York.

RAILROAD IRON, PIG IRON, ETC.

600 Tons of T Rail 60 lbs. per yard.

25 Tons of 2½ by 1 Flat Bars.

25 Tons of 2½ by 9-16 Flat Bars.

100 Tons No. 1 Gartsbrorrie.

100 Tons Welsh Forge Pigs.

For Sale by A. & G. RALSTON & CO.

No. 4 So. Front St., Philadelphia

DEAN, PACKARD & MILLS,

MANUFACTURERS OF ALL KINDS OF

RAILROAD CARS,

SUCH AS

PASSENGER, FREIGHT AND CRANK CARS,

— ALSO —

SNOW PLOUGHS AND ENGINE TENDERS

OF VARIOUS KINDS.

CAR WHEELS and AXLES fitted and furnished at short notice; also, STEEL SPRINGS of various kinds; and

SHAFTING FOR FACTORIES.

The above may be had at order at our Car Factory, REUEL DEAN, ELIJAH PACKARD, ISAAC MILLS, } SPRINGFIELD, MASS. 1y48

LAP-WELDED WROUGHT IRON TUBES

for Tubular Boilers, from 14 to 15 inches diameter, and any length not exceeding 17 feet—manufactured by the Caledonian Tube Company, Glasgow, and for sale by

IRVING VAN WART,

12 Platt street, New York.

JOB CUTLER, Patentee.

These Tubes are extensively used by the British Government, and by the principal Engineers and Steam Marine and Railway Companies in the Kingdom.

ENGINEERS' AND SURVEYERS' INSTRUMENTS MADE BY EDMUND DRAPER, Surviving partner of STANCLIFFE & DRAPER.



No 23 Pear street, 1y10 near Third, below Walnut, Philadelphia.

AMERICAN RAILROAD JOURNAL.

OFFICE AT THE FRANKLIN HOUSE,

105 Chestnut Street,

PHILADELPHIA, PA.

This is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

TERMS.—Five Dollars a year, in advance.

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One page per annum.....	\$125 00
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One square ".....	1 00
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LETTERS and COMMUNICATIONS for this Journal may be directed to the Editor, D. K. MINOR.